The Bombay Gazette.

No. 6,655.—New Series. BOMBAY:—SATURDAY, JUNE 15, 1867. Annual Subscription in advance...Rupees Fifty-Two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance, delivered in Town....Rs.	52	0
including postage..... „	72	0
For half a year in advance, delivered in Town.. „	28	0
including postage .... „	38	0
For three months advance, delivered in Town. „	16	0
including postage .... „	21	0
For one month, delivered in Town ..... „	6	0
including postage..... „	7	12
Single Copy for Cash ..... „	0	4
Back Numbers ..... „	0	8

TERMS FOR ADVERTISEMENTS.

Ten lines and under		
First insertion .....Rs.	5	0
Second Ditto ..... „	2	8
Third Ditto ..... „	2	8
Fourth and succeeding insertions.. „	0	2

As. per line, but no advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion .. 7 As. per line.
Second Ditto .. 4 „ „
Third and succeeding 2 „ „
In the native languages, double the above.
Domestic Occurrences Each—Rupee 1.

DOMESTIC OCCURRENCES

The charge for notifying a Domestic Occurrence is One Rupee.

NORTH-WEST PROVINCES.

BIRTH.

WATTS—June 3rd, at Agra, the wife of E. R. Watts, Esq., of a daughter.

MARRIAGE.

SMITH—CUMBERLEGE—June 5th, at Christ's Church, Mussoorie, by the Rev. D. Fynes-Clinton, Chaplain, Sidney Smith, Esq., to Mary Charlotte, eldest daughter of late Major John Cumberlege, late 41st Regiment Bengal Army.

SHIPPING.

STEAM COMMUNICATION WITH THE PERSIAN GULF.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, despatch Steamers twice a month from Bombay to the Persian Gulf, touching at Muscat, Linga, Lingah, Bushire, and Bussorah, as under:—

Leav Bombay	3rd & 17th	Leave Bussorah	19th & 2nd
„ Muscat.....	8th „	„ Bushire.....	23rd „ 6th
„ B. Abbas	11th „	„ Lingah.....	26th „ 9th
„ Linga	12th „	„ B. Abbas	28th „ 11th
„ Bushire.....	16th „	„ Muscat	2nd „ 15th
Arrive Bussorah	17th „	Arrive Bombay	2nd „ 16th

The Steam Ship "PENANG," 600 tons, 120 H. P., Commander D. McCallum, will be despatched, as above, on 17th June.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

Interchanging Cargo at Kurrachee by the next available Steamer bound from Suakim, Aden, Muscat, Lahore and Umritsur, with the Oriental Inland Steam Company's Steamers.)

THE British India Steam Navigation Company (Limited), under contract with Government, despatch a Steamer with mails, passengers, and cargo to Kurrachee twelve hours after arrival of the P. and O. Company's Mail steamers from Suez.

Dates of Departure.

From Bombay usually about..... 11th and 26th.
Kurrachee on ..... 16th and 30th.

The Steam Ship "KURRACHEE," 600 tons, 120 H. P., Commander A. Cottier will be despatched twelve hours after the arrival of the next Overland Mail.

N. B.—When the English Mail arrives betwixt 6 P. M. and 6 A. M., the Kurrachee Steamer sails punctually twelve hours after, but when it arrives betwixt 6 A. M. and 6 P. M. it is despatched at 7 the following morning; time to be named Passengers embarking at 6 P. M. When the sailing time falls on a Sunday, the Company embark on that day at 7 A. M. on the Monday morning.

W. Nicol & Co., Agents.

STEAM COMMUNICATION WITH MALABAR COAST, CEYLON MADRAS AND CALCUTTA.

(Interchanging by the steamer of the 1st, Passengers and Cargo at Galle to and from Singapore, Saigon, Hong-Kong, Shanghai and Yokohama.)

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), under contract with Government, despatch steamers as above to ex a month with mails, passengers, and cargo on the following dates:—

Leave Bombay	1 and 15	Leave Calcutta	1 and 15
„ Cowrie	„ 16	„ Beauleah	„ 16
„ Natakal	5 „ 19	„ Nagapatam	4 „ 18
„ Tuticorin	„ 20	„ Cocoa	9 „ 19
„ Colombo	„ 21	„ Madras	10 „ 24
„ Galle	„ 22	„ Negapatam	11 „ 25
„ Negapatam	10 and 24	„ Galle	„ 26
„ Madras	11 „ 25	„ Colombo	„ 28
„ Cocanada	12 „ 26	„ Tuticorin	„ 29
„ Vizagapatam	18 „ 3	„ Natakal	1 and 1
„ Beauleah	19 „ 4	„ Cowrie	2 „ 2
„ Bimlipatam	20 „ 5	Arrive Bombay	„ 3
Arrive Calcutta	„ 7		

The Steam Ship BURMAH 1,025 tons, 200 H. P., Commander A. Gray, will be despatched as above, on the 15th June, at noon.

During the S. W. Monsoon—viz., from the 1st June to 15th August, the steamers do not communicate with the ports of Mangalore, Cannanore, Calicut and Cochin, but passengers for these ports and the Neilgherries may be landed at Naraket, on notice to the Cochin, from which they may proceed by backwater to stations on the Madras Railway.

The steamers leaving Calcutta and Bombay on the 19th of the month, call at Tuticorin and Colombo, and the steamers of the 1st at Galle, as above, interchanging passengers and cargo with the French Company's steamers.

Passengers for Bangoon, Akyab or Moulmein can proceed by the steamers of the 15th and thursday to the Rangoon mail steamer, which will leave Madras on the 3rd.

W. Nicol & Co., Agents.

EXTRA STEAMER TO KURRACHEE.

THE British India Steam Navigation Company Limited will despatch the Steam Ship "CUMOMAY," 455 tons, 80 H. P., Commander R. Taggart, to Kurrachee as an Extra steamer on SATURDAY, the 15th June, at 2 P. M.

W. Nicol & Co., Agents.

STEAM FERRIES (under contract with Government).—The Flat-bottomed Iron Boats of the Bombay Coast and River Steam Navigation Company (Limited) will ply across the Harbour daily, stopping at undermentioned Bunders:—

Departure from Carnac Bunder to	Oorun, Oolwa.	Rewas.	Karanja.	Dhurumtur.
	FARES.			
	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	3 0
Second Class	0 8	0 12	0 8	0 12
Third Class	0 4	0 6	0 4	0 6

The Steam Ferry Boats will on and after the 18th January run as follows until further notice:—

From Carnac Bunder, the Dhurrumtur Ferry will leave every morning at 8 A. M., and the Oolwa Ferry at 9 A. M.

From Dhurrumtur and Oolwa every afternoon at 1 P. M.

First Class Season Tickets available for either Ferry for a period of six months are issued at Rs. 50.

J. A. SHEPHERD, Manager.

Apollo Street, Bombay, 28th October 1865.

N. B.—Passengers' Tickets can be obtained at the "Chowk" in the Carnac Bunder.

NOTICE.—The Bombay Coast and River Steam Navigation Company Ld will despatch their Steamer "GENERAL HAVELOCK" to Madras on MONDAY, the 18th instant, calling at such intermediate ports as the weather may permit.

For Freight and passage apply to the undersigned.

J. A. SHEPHERD, Manager.

FREIGHTS.

COMMANDERS of VESSELS, SEEKING ENGAGEMENTS, are requested to communicate with, or apply personally at the office of, the undersigned.

Every information regarding the Freight Market, and other particulars for the guidance of Ship Captains, always available.

JAMSETJEE HORMUSJEE & Co.,
Brokers and Commission Agents.

No. 1, Church Lane, opp site the Cathedral.

NOTICE.—Consignees of Cargo per Ship "ROTHESAY", arrived from Liverpool, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL AND Co.,
Agents of Ship *Rothesay*.

Bombay, 10th June, 1867.

THE BOMBAY SHIPPING COMPANY (LIMITED.)—Notice.—Consignees of Goods per "ROHILLA," Gallaway, Master, from Liverpool, are requested to send off boats for their Cargo, without delay, otherwise the Goods will be landed by the Captain as they come to hand, at the expense and risk of the concerned.

Captain Gallaway will not be responsible for the condition of any package after it leaves the Ship's deck.

RITCHIE, STEUART & Co.,
Secretaries and Treasurers.

Bombay, 10th June, 1867.

THE Ships "GLENLYON" and "ANNOTLYLE" are open to take Cotton, in Patent Bales, both being partly engaged and will sail for Liverpool, (weather permitting) not later than the 25th June and 1st July respectively.—Apply to

JOHN CLOVER & Co.,
Agents Ships *Glenlyon* and *Annot Lyle*.

BOMBAY SHIPPING COMPANY (LIMITED).—NOTICE is hereby given that in terms of the special Resolution passed on the 18th May, and confirmed this day, the sum of Rs. 400 per share will be payable to the Shareholders on production of share certificates, at the Office of the Secretaries and Treasurers on and after MONDAY the 10th instant.

By order,
RITCHIE, STEUART & Co.,
Secretaries & Treasurers.

Bombay, 4th June, 1867.

NOTICE.—All persons having CLAIMS or being INDEBTED to the estate of the late Lieut. BINGHAM, Deputy Assistant Commissary of Ordnance, Poona, are requested to forward the same to the President Committee of Adjustment within one month of this date.

ROBERT WARDEN, Major,
24th Regiment N. I.,
President Committee of Adjustment.

Poona, June, 1867.

NOTICE.—A Native Capitalist who has done business on his own account in Bombay on a large scale, and is well acquainted with Commercial men, influential Native Chiefs, and Land-owners in Guzerat, will be happy to further the interests of Commercial Gentlemen and European Capitalists who may be doing business on *very sound principles* on their own account in Bombay or on behalf of Commercial and Manufacturing Houses of established reputation in England. Satisfactory references if necessary, as to social position, substance, and ability to execute orders, &c. *only* when complete arrangements are mutually made, with respect to money orders, delivery of goods, &c. Apply to W. S. care of Manager *Bombay Gazette* Office, Bombay.

OVERLAND FREIGHT ROUTE.

STEAM TO ADEN, SUEZ AND LIVERPOOL.

THE Bombay and Bengal Steam Ship Company (Limited) will despatch steamers to Suez about the 5th and 20th of each month calling at Aden. Returning steamers will leave Suez about the 1st and 15th of every month. Through Bills of Lading to Liverpool (by steamer from Alexandria) will be granted by the undersigned, and from Liverpool to Bombay by the Company's Agent in England.

RATES OF FARES TO SUEZ.

First Class.....£42 } Exclusive of Wines.
Second Class.....£25 }

For Freight or Passage apply to Messrs. Tod, Kennard & Co., 11, Rumford Street, Liverpool; Messrs. Tod, Rathbone & Co., Alexandria; or the undersigned at Bombay.

The Steam Ship "GUNGA," 1300 Tons, will be despatched about the 15th June next.

STEARNS, HOBART & Co.,
Treasurers and Managers.

STEAM TO TRIESTE.

THE Bombay and Bengal Steam Ship Company (Limited) under arrangements entered into with the Austrian Lloyd's Steam Navigation Company, book Passengers and Cargo through to Trieste:—

For Passengers.

First Class.....£ 64 10 0 } Including Railway
Second Class.....£ 37 5 0 } Transit thro' Egypt.

For further particulars and rates of freight apply to

STEARNS, HOBART & Co.,
Treasurers and Managers.

Bombay, 3rd August 1866.

STEAM TO MARSEILLES.

THE BOMBAY AND BENGAL STEAM SHIP COMPANY (LIMITED).—Under arrangements entered into with the Compagnie Marseillaise de Navigation a Vapeur, are prepared to undertake the carriage of passengers and cargo between Bombay and Marseilles.

For Freight and Passage apply to Messrs. FRAISINET PERE et Fils Marseilles or to the undersigned at Bombay.

STEARNS, HOBART & Co.,
Treasurers and Managers.

23rd May 1867.

OVERLAND PASSENGERS.

GENTLEMEN proceeding Home should procure their requirements at BADHAM'S, the Goods will be found suited to the climate and of the most modern style.

REQUIREMENTS FOR THE VOYAGE.

½	Dozen Silk and Wool Shirts.	1	Scarf Ring.
2	„ Linen Collars.	1	Walking Stick.
½	„ Under Vests.	1	Umbrella.
½	„ Fine White Cotton Socks.	1	Binocular Glass.
1	„ Fine Colored do.	1	Rug with Strap.
1	„ White Cambric Handkerchiefs.	1	Dressing Bag.
1	„ Colored do. do.	1	Hand Portmanteau.
1	(one) Overland Suit.	1	Outward Trunks.
2	(two) Sleeping Suits.	1	Clothes Bag.
2	(two) Pairs Kid Gloves.	1	Opera Hat
6	(six) Scarfs and Ties.	1	Travelling Hat.
	Apollo House.	1	Courier Bag.
		1	Easy Chair.

BADHAM & Co.

CORRESPONDING FIRM:

BADHAM BROTHERS.

OVERLAND ROUTE *via* TRIESTE.

(In direct communication with the P. and O. Co.'s Steamers to Suez.)

THE AUSTRIAN LLOYD'S MAIL STEAMERS leave Alexandria direct for Trieste *Weekly*, immediately after the arrival of the Bombay and Calcutta Mails and Passengers from Suez. The distance between Alexandria and Trieste is 800 miles shorter than that between Alexandria and Marseilles, and is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company employ on this line their best steamers, built expressly for this service, and with special reference to the accommodation and comfort of passengers, with an experienced Surgeon on board each vessel. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from 3 days 6 hours, to 5 days to London, at an expense varying from £7 to £13.

The Railway between Trieste, Calais and Ostend is complete throughout.

The Custom House and Pass-port systems have been considerably modified and need not cause any apprehension of being vexatious or troublesome.

British subjects proceeding from India to Europe, who are not provided with *Foreign-office* Pass-ports, can obtain Pass-ports at the Government Secretariates at Calcutta, Bombay, and Madras, or at the British Consulate at Alexandria. Visa for Austria and Prussia are granted by the undersigned.

Passengers by the P. and O. Company's Steamers to Suez can have their baggage forwarded by that Company's Steamers to Southampton at a charge of 10s per cwt., to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned Agent is prepared to grant Passage Tickets for the Steamers plying between Alexandria and Trieste and for the Railway between Suez and Alexandria.

Rates of Passage Money, including a *liberal* table and steward's fee, from Alexandria to Trieste, *first class* £12 *second class* £10 *children* under 10 years at *half fare*; under 2 years *free*. *Reduced fares* for FAMILIES, consisting of no less than three members travelling together at a charge of 10% per cwt., to which the Austrian Lloyd's Agent at Suez will attend.

(1) The Villages and Lands of Casha Mallar, containing by estimation 323 morahs, eight parahs and 1½ adowlies or thereabouts.

(2) The Villages and Lands of Toolsby, containing by estimation 21 morahs, 1 parah, and 7 adowlies or thereabouts.

(3) The Villages and Lands of Arrear, containing by estimation 61 morahs, 17 parahs, and 5/4 adowlies or thereabouts.

(4) The Villages and Lands of Kennery or Canary, containing by admeasurement 60 morahs, 13 parahs, and 10 adowlies or thereabouts.

The above Properties may be purchased either together or separately, they are in the immediate vicinity of Bombay, within easy distance of the Bombay, Baroda, and Central India Railway and are adjacent to the sea. The yearly rental now exceeds Rupees TWENTY THOUSAND.

Further particulars may be obtained on application at the Office of the undersigned. G. R. WILSON.

Elphinstone Circle, Bombay, 11th June, 1867

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of the Indian Companies Act N. of 1866, and of the DHARAN COTTON CLEANING AND PRESS COMPANY (LIMITED).

The Honourable Sir CHARLES SARGENT, KNIGHT, has appointed SATURDAY the Fifteenth day of June 1867 at half-past ten o'clock in the forenoon at his Chambers in the Court house, to settle the list of Contributories of the above named Company made out and left at the Chamber of the said Judge by the Official Liquidator of the said Company.

All Contributories who wish to show cause against being placed on the said list should attend at the time and place aforesaid and state their objections, otherwise the list will be settled by the said Judge including them therein.

Notice and grounds of objection, if any, and copies of all Affidavits intended to be used should be left at the office of the undersigned in Rampart Row, on or before SATURDAY the 8th day of June next when also appearances must be entered.—Dated 28th May 1867.

CRAWFORD AND HURRELL,
Solicitors to the Official Liquidator.

In the matter of Act XXVIII. of 1865, and in the matter of DORABJEE PESTONJEE an Insolvent Trader.

NOTICE is hereby given that an application will be made to the Hon'ble Sir JOSEPH ARNOULD, Kenoul, or other the sitting Judge in Chambers on THURSDAY the twentieth day of June instant at half-past ten of the clock in the forenoon, that the abovenamed Insolvent may be permitted to resume his trade and business of a merchant upon the following terms, viz., that he shall pay to the Trustees of his Estate for the benefit of his creditors for the next twelve months or until the final accounts of the said Estate are filed by the said Trustees, if filed earlier one half of his net profits or earnings after deducting the sum of Rupees seven hundred per mensem for maintenance.—Dated this 5th day of June 1867. CRAWFORD AND HURRELL.

NOTICES.

SOMETHING NEW!—THE DIVAN EXCHANGE, No. 5 Apollo Street, kept by a White Man and his White Assistants.

To meet a want long felt in Bombay, this Establishment has recently been opened for the benefit of the Public and its Proprietor, and combines

AN AMERICAN RESTAURANT,
AN ICE CREAM SALOON, with
AN ENGLISH COFFEE HOUSE,

where neatness, cleanliness, and wholesomeness are main features.

The Rooms are commodious and centrally located, convenient for both

TRAVELLERS & RESIDENTS,

who can obtain on application properly cooked and tastefully served BREAKFASTS, TIFFINS, SUPPERS, and other LIGHT REFRESHMENTS, such as Cold Meats, Fresh Oysters, Sandwiches, Bread and Cheese, &c. &c., together with AMERICAN DRINKS of all descriptions.

SHERBET,
DRAUGHT ALE } or Arf and Art
DRAUGHT PORTER }
DRAUGHT CIDER,
DRAUGHT SODA-WATER from Frozen Vaults and Snowey Fountains,

ICE CREAMS, CAKES, FRUIT, and CONFECTIONERY, and many other requisites and conveniences, including STAMPS, best AMERICAN TOBACCO, CIGARS, &c.

The House is supplied with Local and Foreign Papers.

Tickets to places of Amusement and information respecting the arrival and departure of Trains and Steamers may also be obtained.

Open from 7 A. M. to 9 P. M. daily, Sundays excepted

RED BOOT MART, ESTABLISHED 1845.—Received this day, in splendid order, a large consignment of GENTLEMEN'S BOOTS and SHOES of various descriptions. R. PARTRIDGE.

2 and 3, Hummum Street.

GEORGE NICOLL & Co., Boot and Shoe Warehouse, 24, Meadow Street. Next door to Messrs. Treacher & Co., Fort, Bombay.

THE PANCREATIC EMULSION,
A NEW REMEDIAL AGENT,
Originated by Dr. DOBELL,

Physician to the Royal Infirmary for Diseases of the Chest (*Vide* 'The Lancet,' Nov 11th and 18th)

N. B.—The TRUE PANCREATIC EMULSION has an acid reaction, and is readily miscible with water or milk. Preparations in IMITATION of it have an alkaline reaction, and are not miscible with water or milk.

Prepared only by SAVORY and MOORE, 143, NEW BOND STREET, LONDON.

The Agents for Western India, TREACHER & Co., (Limited) have on sale a fresh supply of the above, received by last Overland Mail.

GOA COFFEE COMPANY (LIMITED).—A MEETING of the SHAREHOLDERS of the above Company is hereby convened for TUESDAY, 18th June 1867, at noon, at the Office of the Secretaries, for the purpose of taking into consideration the present position of the Company, and deciding what measures, if any, are to be adopted, with a view to continuing the operations of the Company.

By order of the Directors,
For the London, Asiatic & American Company, (Limited.)
A. F. ASHLEY,
Joint Manager, Secretaries and Treasurers.
Elphinstone Circle, 4th June 1867.

UNDER the patronage of His Excellency the Right Hon. W. R. SEYMOUR FITZGERALD, Governor of Bombay.

Published Monthly
THE ALBUM OF PHOTOGRAPHS.
BY
SYKES & DWYER,
LANDSCAPE & PORTRAIT Photographers.

VIEWS OF BOMBAY and its vicinity; each number containing FOUR LARGE Photographs, three being interesting views, and the other a group of natives.

Subscribers registered at the Studio, No. 2, Hummum Street, Bombay, (nearly opposite Watson's.)

First number will be ready on the 15th.

Agents for ART UNION OF GLASGOW.

BOMBAY SCOTTISH EDUCATION SOCIETY.—The Fort Day School for Boys and Girls, under the Superintendence of Mr. and Mrs. McDONALD has been transferred to No. 9, Hornby Row, Esplanade.

Education may be had up to the University Matriculation Standard. Monthly Fee Rs. 5, 7½, and 10 according to advancement. A separate fee is charged for Instrumental Music.

Copies of School Prospectus may be had, and Terms for Board may be learned on application to Mr. McDonald or to either of the Secretaries:

D. C. BOYD,
D. MACPHERSON, } Joint Secretaries.

THE BANK OF GUZERAT (LIMITED).—NOTICE.—All Holders of LETTERS of ALLOTMENT of SHARES in the BANK of SURAT LIMITED, and in the BANK OF GUZERAT LIMITED, who have not signed the DEED of SETTLEMENT are hereby required to send in such letters to the undersigned for registration on or before the 30th day of June next—The letters must be accompanied by a Statutory Declaration, forms of which will be supplied at the Office of the Bank, showing that the Holders are the Lawful Possessors of such letters. The undersigned will then give notice that no Letters of Allotment will be received after the date aforesaid, but that they intend to proceed to a distribution of Assets without taking further claims for Shares into consideration.

G. P. ROBINSON,
H. G. DUNLOP,
LALSHUNKER BHOORABHOY. } Liquidators.

Bombay, 28th May 1867.

IMPORTANT REDUCTION IN THE PRICES OF THE GOSPEL OAK GALVANISED IRON.—(CORRUGATED SHEETS).—In consequence of an extension of the Works and a great economy in cost of production, a *very important reduction* of price, dating from 1st March 1867, is made, and this favourite Brand will now be found to compete on more equal terms of price with the commoner qualities in the market. Established in 1842, and is the oldest manufacture of Galvanised Iron in England. Obtained the *only* Prize Medal in the Trade at the Great Exhibition of 1862.

Gospel Oak Offices,
74, King William Street, London, E.C.

SOLID MAHOGANY FURNITURE
FOR INDIA, CHINA, AND THE COLONIES.

HEAL & SON

are Manufacturing, ESPECIALLY FOR USE IN EXTREME CLIMATES, Bed-Room Furniture, which is entirely free from Veneer.

IRON AND BRASS BEDSTEADS

suitable for all parts of the World. Their stock consists of 2,500 Bedsteads.

HEAL & SON'S PATENT HORSEHAIR MATTRESS. The Patent is for preventing the material from felting into a mass, and is especially suited for warm climates.

ILLUSTRATED CATALOGUE
FOR INDIA, CHINA, AND THE COLONIES,

of Bedsteads, Bedding, and Bed-Room Furniture, sent Free to every part of the World to which there is Book Post.

HEAL & SON,
BEDSTEAD, BEDDING, AND BED ROOM FURNITURE MANUFACTURERS,
196, 97 & 198, TOTTENHAM COURT ROAD, LONDON, W.

*** Remittances and Orders must be made payable in London.

SALSETTE.—VALUABLE PROPERTY FOR SALE.—The undersigned is now prepared on behalf of the Trustees of the ESTATES of Messrs. ARDASEER CURSETJEE DADY, HOMEJEE CURSETJEE DADY, and DADY NUSSERWANJEE DADY, and also on behalf of Mr. JAMSETJEE NUSSERWANJEE DADY to receive offers till the 25th instant, for the purchase of the following villages and lands:—

(1) The Villages and Lands of Casha Mallar, containing by estimation 323 morahs, eight parahs and 1½ adowlies or thereabouts.

(2) The Villages and Lands of Toolsby, containing by estimation 21 morahs, 1 parah, and 7 adowlies or thereabouts.

(3) The Villages and Lands of Arrear, containing by estimation 61 morahs, 17 parahs, and 5/4 adowlies or thereabouts.

(4) The Villages and Lands of Kennery or Canary, containing by admeasurement 60 morahs, 13 parahs, and 10 adowlies or thereabouts.

The above Properties may be purchased either together or separately, they are in the immediate vicinity of Bombay, within easy distance of the Bombay, Baroda, and Central India Railway and are adjacent to the sea. The yearly rental now exceeds Rupees TWENTY THOUSAND.

Further particulars may be obtained on application at the Office of the undersigned. G. R. WILSON.

Elphinstone Circle, Bombay, 11th June, 1867

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of the Indian Companies Act N. of 1866, and of the DHARAN COTTON CLEANING AND PRESS COMPANY (LIMITED).

The Honourable Sir CHARLES SARGENT, KNIGHT, has appointed SATURDAY the Fifteenth day of June 1867 at half-past ten o'clock in the forenoon at his Chambers in the Court house, to settle the list of Contributories of the above named Company made out and left at the Chamber of the said Judge by the Official Liquidator of the said Company.

All Contributories who wish to show cause against being placed on the said list should attend at the time and place aforesaid and state their objections, otherwise the list will be settled by the said Judge including them therein.

Notice and grounds of objection, if any, and copies of all Affidavits intended to be used should be left at the office of the undersigned in Rampart Row, on or before SATURDAY the 8th day of June next when also appearances must be entered.—Dated 28th May 1867.

CRAWFORD AND HURRELL,
Solicitors to the Official Liquidator.

In the matter of Act XXVIII. of 1865, and in the matter of DORABJEE PESTONJEE an Insolvent Trader.

NOTICE is hereby given that an application will be made to the Hon'ble Sir JOSEPH ARNOULD, Kenoul, or other the sitting Judge in Chambers on THURSDAY the twentieth day of June instant at half-past ten of the clock in the forenoon, that the abovenamed Insolvent may be permitted to resume his trade and business of a merchant upon the following terms, viz., that he shall pay to the Trustees of his Estate for the benefit of his creditors for the next twelve months or until the final accounts of the said Estate are filed by the said Trustees, if filed earlier one half of his net profits or earnings after deducting the sum of Rupees seven hundred per mensem for maintenance.—Dated this 5th day of June 1867. CRAWFORD AND HURRELL.

NOTICES.

BOMBAY DIOCESAN BOARD OF EDUCATION

FOR THE PROMOTION OF THE CHRISTIAN EDUCATION OF EUROPEAN AND EURASIAN CHILDREN THROUGHOUT THE PRESIDENCY OF BOMBAY.

MEMBERS OF THE BOARD.

Lord Bishop of Bombay, President, ex-officio.	
Hon Sir R. Coach.	Ven. Archdeacon Leigh Lye.
Hon. C. J. Erskine.	Rev. W. K. Fletcher.
Hon. Mr. Justice Gibbs.	Rev. F. J. Spring.
Hon. G. Foggo.	Rev. C. T. Wilson.
C. E. Chapmen, Esq.	Rev. W. Maule.
A. T. Crawford, Esq.	Rev. G. C. Reynell.
A. R. Scoble, Esq.	Rev. T. K. Weatherhead.
H. M. Birdwood, Esq.	Rev. J. J. Farnham.
K. M. Chatfield, Esq.	Rev. C. Gilder.

To the Board makes monthly grants to schools at Byculla, Mazagon, Colaba, and Fort George, and to two schools at Poona.

It is also endeavouring to raise Rs. 20,000 to meet an equal sum from Government to build a School House for Boys on the Esplanade, as a Memorial of the late Bishop Cotton. Of this sum Rs. 4,116-8 have been paid and Rupees 910 promised.

Subscriptions both to the General Fund, and the Cotton Memorial Fund which are earnestly solicited, will be received by Rev. G. C. REYNELL, Chaplain of Byculla, or may be paid *on application* to Mr. F. VALLADARES.

G. C. REYNELL,
Bombay, 12th March 1867. Honorary Secretary.

Will be ready on the 15th instant.

The 1st number of Messrs. SYKES and DWYER'S PHOTOGRAPHIC ALBUM.

CONTENTS.

Vehar Lake.	An old Pepul tree.
Group of Bundarees or toddy drawers.	Government House, Parell.

Subscribers registered at the Studio, No. 9, Hummum Street (nearly opposite Watson's), Fort.

BOMBAY OMNIBUS AND GENERAL CONVEYANCE COMPANY (LIMITED).—NOTICE is hereby given that during the monsoon months passengers will be charged nerrick rates, viz., 4 annas inside and 2 annas outside, to and from Khetwaddy, Mombadavie and the Fort.

Bombay, 10th June, 1867.

ROYAL HOTEL, MAZAGON.—AMERICAN BOWLING ALLEY, newly constructed, open daily, Sundays excepted.

MURRY SALOON, open every evening in the week. Mr. Odenwald will preside at the Piano from eight o'clock till eleven.

FIRST RATE THURSTON'S BILLIARD TABLE.—Drinks of the choicest description, Tiffins and Suppers, &c., quite Epicurean; equalled by few, but surpassed by none. F. ODENWALD.

NOTICE is hereby given that GOVERNMENT PROMISSORY NOTES intended for enchasement for the payment of interest in London by drafts on Calcutta will not be received by the Public Debt Office later than a day previous to the closing of the English Mail.

By order of the Board of Directors,
JOHN STUART, Secretary & Treasurer.
Public Debt Office, Bank of Bombay, 12th June 1867.

BOMBAY LAND MORTGAGE LOAN OF 1865.—The Trustees hereby give NOTICE that interest on the above Loan at the rate of 10 per cent. per annum for the HALF YEAR ending 15th June 1867, will be paid by the Liquidator at the Offices of the FINANCIAL ASSOCIATION OF INDIA AND CHINA (LIMITED), on and after that date.

Bombay, 11th June 1867.

In the Press
A COLLECTION
OF ALL THE
SPEECHES AND ADDRESSES
DELIVERED BY
H. E. SIR BARTLE FRERE, G.C.S.I., K.C.B.
ON DIFFERENT OCCASIONS,
From 1862 down to the present day.

Subscribers registered at the *Bombay City Press*, 51 Kalbadevie.

WHOLESALE & RETAIL.—TERMS 10 CASH.—JEWELLERY.—A large assortment in all its branches.

WATCHES—Gold and Silver English and Geneva.
OPERA, Marine and Race Glasses.
Silver Cake Knives and Electro Silver Plated Spoons and Forks; Ivory Handled Table Cutlery; Papier Mache; Drawing Room Chairs; Ladies' Work Boxes and Desks; Pearl and Tortoise-shell Ladies' Companions; Card Cases and Paper Cutters.
SCENTS—Piesse and Lubina' and others.
Patent Iron and Brass Bedsteads with Mosquito Curtain Rods.
HENNESSY'S Brandy.....Rs. 24 per dozen.
Champagne Vineyard Proprietors' Brandy „ 23½ „
No. 11, Meadow Street. H & A. BERENS.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY, LONDON AND EDINBURGH.

Paid-up Capital.....	£250,000	0 0
Reserved Fund £222,346 10 11		
Suspense Accounts..... 93,514 10 1		
	315,861	1 0
Total Accumulated Funds.....	2,510,139	0 0
Annual Income, from Fire, Life and Investments	652,127	11 10
FIRE BUSINESS.		
The Directors reported in 1865 that the PREMIUMS had amounted to.....	£240,783	0 10
During the Year 1866 the Premiums amounted to £336,011 8 0		
Deducting Re-Insurances 55,467 17 8		
The Nett Premiums are	280,543	10 4
Exhibiting an Increase of.....	£39,760	0 6
The Losses by Fire paid during the year amounted to.....	£190,192	6 4

The undersigned are prepared to accept risks on BUNGALOWS, DWELLING HOUSES and GODOWNS, &c., at moderate rates. W. NICOL & Co., Agents.

COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.—APPLICATIONS are now being received from the Shareholders of the above Bank and the general Public FOR THE SHARES in the new Bank.

Applicants must pay into the Chartered Mercantile Bank of India, London and China a deposit of ten Rupees per share.

Forms of Application and further particulars may be obtained at the Office of the Commercial Bank Corporation, Rampart Row, and at the Chartered Mercantile Bank of India, London and China.

Bombay, 29th May 1867.

MATCHES.

BRYANT & MAY'S
PATENT SAFETY MATCHES
LIGHT ONLY ON THE BOX.
Trade Mark—an Ark.

BRYANT & MAY'S
VICTORIA PARAFFIN MATCHES,
SLIDE BOXES.

BRYANT & MAY'S
JONKOPINGS TANDSTICKORS,

All the above are carefully packed, and guaranteed suitable for the Indian climate.

BRYANT & MAY, LONDON E.

JEWELLERY.

TREACHER & COMPANY (LIMITED) have received, by last Overland Mail, a large accession to their stock of JEWELLERY, by far the most extensive and best selected ever offered in Bombay.

BRACELETS,
Of Plain Gold, or set with Jewels, in a variety or elegant designs.

BROOCHES.
Plain Gold, or Jewelled.

CHAINS,
Ladies' and Gentlemen's Guard and Albert.

CHARMS,
For the Watch Chain.

EARRINGS,
Plain and Jewelled.

LOCKETS.
For Ladies or Gentlemen.

NECKLETS AND NECK CHAINS,
Of elegant and novel Patterns.

GOLD PENCIL CASES,
By Mordan & Co., (a very pretty assortment of the newest patterns.)

RINGS.
Wedding, Plain, and Jewelled Guard (of the latter some very pretty and inexpensive) Single and Clustered Jewels.

SCARF RINGS,
Of several Patterns.

SCARF PINS,
Plain Gold, Crystals, or Jewelled. A large selection.

STUDS,
Collar and Breast.

SLEEVE LINKS,
Ladies' and Gentlemen's.

(Among the new stock, a few complete sets in velvet lined Morocco cases, of Collar and Breast Studs, and Wristlinks, in Plain 18 Carat Gold. (Very neat and elegant—suitable for presentation.)

SNUFF BOXES,
Silver Gilt, and Gold, elegantly chased, &c. &c. &c.

The extent of the stock renders full details undesirable The inspection of purchasers is invited.

Rampart Row, Bombay, 18th May, 1867.

NOTICES.

SELECTIONS OF MUSIC.—Done up in limp covered books with Gold facings, and consisting each of about 25 pieces of Music, SONGS, DUETS, INSTRUMENTAL PIECES and DANCE MUSIC, each, Rs. 10.

NOVELLO'S PART SONG BOOKS containing six Parts-Songs in each book—a Series of 14 Books—Rs. 12.

THACKER, VINING & Co.

Rampart Row.

MOIST AND DRY WATER COLOURS, adapted to the use of Engineers, Architects, and Art

COMMERCIAL INTELLIGENCE.

THE SHARE MARKET

FRIDAY AFTERNOON.

MARKET not so active: Elphinstones at Rs. 575, and Victorias at Rs. 1,150 with less enquiry. In other descriptions little doing.

BOMBAY DAILY BILL AND STOCK LIST.

BANKS.

Subscribed Capital.	Nominal value of sh.	Paid up.	Dividend.	Names.	Rates.
	Rs.	Rs.	pr. ct.		
2,160,000	4,000	4,000	8	Bank of Bengal ...	7,600 per share.
10,45,000	1,000	1,000	8 p ct.	Bank of Bombay ..	76 p ct dis
1,000,000	250	150	.....	Bombay Frst. Bank	73 per sh.
2,000,000	200	200	8x6 p.	Bombay Trading & Banking Association	43 per share.
2,000,000	100	100	.....	Brokers' Banking Company ...	90 per share.
1,000,000	250	25	nil	Central Bank ...	11 per share.
800,000	200	20	5	Chartered Bank of India A. & China	189 per share
800,000	200	10	.....	China Bank ...	18 per share
7,50,000	250	250	12½	Chartered Mercantile Bank of Ind. London & China	15 per cent.
1,000,000	500	500	9	Comptoir d'Escompte d'Paris ...	Nominal.
1,000,000	500	500	9	Delhi and London	No quotation
600,000	200	200	.....	Indian Penins. London & China B.	15 p share.
3,240,000	1,000	1,000	15	Madras Banking ...	80 p. ct. pm
1,000,000	250	125	8 p ct	National Bank of India	137 per sh.
1,500,000	250	250	10	Oriental Bank C.	75 p ct. pm. ex-di
600,000	200	200	.....	Royal Bank o. In	69 per share
....	250	10	.....	General Bank ...	70 per share. [pr

FINANCIAL ASSOCIATION.

.....	400	100	16	Bengal Credit Mob.	47 per sh.
2,00,000	100	100	.....	Financial Assn. of India and Chin.	99 p. share

SHIPPING COMPANIES.

200,000	5,000	2,000	.....	Bombay Ship Co. ...	1,450
250,000	2,500	2,000	25	B. Coast and River Steam Nav. Co.	375 per share.
60,000	1,000	1,000	.....	Bombay Landing & Shipping Co ...	1,010 per share.
200,000	5,000	1,500	....	Bombay and Bengal Steam-ship Co. ...	750.
150,000	4,000	2,500	....	Princeof W. Ship Co.	1,000 per share.
150,000	500	500	....	Vizgar Patent Ship & Foundry Co.	225 per share.
		1,000	....	Union Shipping Co. Limited	No quotations
....	....	1,000	.....	Western India Ship Co	

LAND COMPANIES.

2,000,000	10,00	5,000	.....	Back Bay Reclamation Co.	1,700 p. s.
1,000,000	1,000	1,000	20 p s	Elphinstone Land Co.	567 per share
1,000,000	1,000	400	....	New Do....	150 p. s.
8,000,000	10,000	4,000	....	Frere Land Co. ...	45 p. s.
110,000	2,000	900	....	House and Land Investment Co. ...	No quotation.
100,000	5,000	4,000	.....	Maragon Land and Reclamation Co..	550 p. sh
.....	2,000	1,100	25 p s	Port Canning... ...	105 per share
2,150,000	10,000	6,300	.....	United Victoria & Colaba Land Co.	1,150 p. sh.

RAILWAY COMPANIES

£20	all	5 p ct	G. I. P. Railway Con. solidated Stock ..	223 per sh.
£20	£10	5 p ct	Do. New £20 shares	
£20	£6	5 p ct	Do.	
£10	all	5 p ct	Bombay, Baroda & C. I. R. Co.	No quotations.

EXCHANGE.

On.	Terms.	Rates.
London Banks ...	6 months' sight...	1s. 11¼d.
Do. Credits...	4 Do. do. ...	1s. 11¾d.
Do. Documents	4 Do. do. ...	1s. 11 11/16d. to 1s. 11¾d.
Calcutta ...	At sight ...	100¾.
Do. ...	30 days' sight.	100.
Do. ...	60 Do. do.	99¾.
Madras ...	60 Do. do.	1 dis.
China ...	90 days sight ...	218.

BANK OF BENGAL.

Government Securities	8 per cent.
Mercantile Bills	11 do.

RATES OF DISCOUNT.

BANK OF BOMBAY.

Government Securities	7 per cent
Mercantile Bills	10 do

GOVERNMENT SECURITIES.

Four Per cent.	Sicca Rs.	Transfer Loans	Rs. 88½	
" "	Sicca "	Loan 1832-33	" 92	
" "	Co.'s "	" 1835-36		
" "	" "	" 1841-45	" 88	
" "	" "	" 1854-55		
Five per cent. Co.'s Rs. Loan		1856-57	" 105¾	
Five per cent. Public Works Loan 1854-55		... ...	" 11?8	
Five and a half per cent.		... ...	" 10¾	

PRICES OF BULLION, &c.

Sovereigns each	Rs 10-8-0.
Bank of England notes	" 10-4
Spanish Dollars	" 2?2
Cordon	" 2?6
Mexican Dollars	" 220
German Crowns	" 2?0
Five-Franc Pieces	" 223
Bar Silver	" 10?-?-0
Gold Leaf	" 16-10
Bar Gold 10 oz English	" 15- 0

DAILY COTTON MARKET REPORT.

BOMBAY, 14TH JUNE.

	PER CANDY.
OLD	
Dharwar Sawginned ...	225 to 270
Compta ...	190 to 205
NEW	
Comnawuttee	235 to 237
Akote	228 to 230
Khandeish	
Barsee	235 to 240
Dhollera	
Bhownuggur	245 to 250
Rungunghaut	238 to 240
Broach	230 to 238
Veeravul	235 to 240
Vingorla	235 to 240
Compta... ...	238 to 240
Dharwar Sawginned ...	600 Candies.

Ready Sales.....
Market Firm.

MILITARY.

ARRIVALS.—JUNE 14.

Williamson, Surgeon Major, 1st Regiment N. I., on leave, from Matheran.
Sinclair, Surgeon E. M., 20th Brigade R. A., on leave, from Matheran.
Moore, Major Staff Corps, on leave, from Mathern.
Muter, Lieutenant Colonel, Staff Corps, on leave, from Mathern.
Jepson, Major, 102nd Fusiliers, on leave, from Matheran.

GARRISON ORDERS.

BY BRIGADIER GENERAL RUSSELL.
Bombay, Friday, 14th June.

FURLOUGHS, LEAVE OF ABSENCE, &C.

Lieutenant R. Hennell, 25th Regiment N. L. I., for ten days from the 15th instant, to proceed to Matheran.

ARMY GENERAL ORDERS.

BY THE COMMANDER-IN-CHIEF.
Adjutant General's Office, Poona, 12th June, 1867.

PROMOTIONS, APPOINTMENTS, &C.

Lieutenant Pratt, 2nd Battalion 1st Foot, performed the duties of Assistant Instructor of Musketry to the Battalion from the 15th January to the 30th April 1867.

Major Stileman, officiated as commandant, and Captain Barras as second in command of the 15th Regiment N. I., from the 30th April to 7th May.

FURLOUGHS, LEAVE OF ABSENCE, &C.

Captain J. B. Hardy, 21st Brigade Royal Artillery, from 16th April 1867 to 16th April 1868, on medical certificate.

Captain H. S. Willoughby, 45th Foot, for 6 months, from date of departure, to proceed to England on private affairs pending his retirement from the service. This officer is not available for duty with troops.

Riding Master R. Stoyell, 14th Brigade Royal Artillery, from 29th May to 9th June, to Bombay, on medical certificate.

Major J. H. S. Pierce, wing officer 24th Regiment N. I., Staff Corps, for 30 days from date of departure, to proceed to Bombay, on medical certificate preparatory to obtaining a final certificate to Europe.

Lieutenant C. Barlase, 1st Battalion 2nd Foot, from date of embarcation preparatory to retiring from the service, to England, on private affairs.

SHIPPING.

DAILY FREIGHT REPORT.—14TH JUNE.

PORT.	COTTON.	SEED.
To London ...	£5 2s. 6d. per ton.	15s.
" Liverpool ...	£2 15s. to £3 10 p. t.	10s.
By Overland Route ...	£5 10s. to £7 p. t.	.....
To China ...	Rs. 6 per bale.	.....
" Mauritius ...	No business.	.....

We have no Arrival or Departure to announce.

The following vessels obtained their port clearances yesterday:—
A. & R. S. S. Co.'s Steamer Ganges, W. Bainbridge, bound to Aden and Suez.
P. & O. Co.'s S. S. Behar, C. G. Perrins, bound to Singapore and Hongkong.
Ship Hippogriffe, John Bews, bound to Calcutta.

CALENDAR——JUNE 1867.

PHASES OF THE MOON.

Full Moon ... 17th 9h. 45m. A. M.
Last Quarter ... 25th 10h. 12m. P. M.

Days.	Days.	Sundays, Festivals, &c.	Sun Rises.	Sun Sets	High Water Bombay Harbour. Morn.	Even
			h. m	h. m	h. m	h. m.
Sat.	15	Longest day.	5 25	6 37	9 51	10 11
Sun.	16	Trinity Sunday.	5 24	6 37	10 31	10 49
Mon.	17	Full Moon.	5 24	6 37	11 7	11 25
Tues	18	Mercury sets at 8 1 P. M.	5 24	6 37	11 42	11 59
Wed	19	Venus rises at 8-41 A.M.	5 24	6 38	—	0 16
Thurs	20	Corpus Christi—Ascension of Q. Victoria.	5 24	6 38	0 34	0 51
Fri.	21	Proclamation of Queen Victoria.	5 25	6 38	1 8	1 25

NEW ADVERTISEMENTS.

MAZAGON LAND AND RECLAMATION COMPANY (LIMITED.)—NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the Mazagon Land and Reclamation Company (Limited) will be held in the Registered Office of the Company, in Elphinstone Circle, on WEDNESDAY, the 26th instant, at noon, for the purpose of electing Directors in terms of the Articles of Association.
RITCHIE, STEUART & Co.,
Secretaries and Treasurers.
Elphinstone Circle, 13th June 1867.

NOTICE.—EASTERN INSURANCE COMPANY, IN LIQUIDATION.—A Dividend of Rs. 250 per Share, being the Second Dividend in respect of the Shares of the above Company, will be payable at the offices of the LONDON, ASIATIC AND AMERICAN COMPANY (LIMITED) on and after THURSDAY, the 27th instant, upon production of Share Certificates properly endorsed.
A. E. ASHLEY,
HEERJEE JEHANGEER } Liquidators,
Eastern Insurance Company.
Bombay, 15th June 1867.

NOW READY.

"PUNCH IN INDIA,"
No. 7.

CONTENTS.
CARTOON.—ALL KOOSH—OR OUR MASTERLY INACTIVITY POLICY.
HALF PAGE—THE TALE OF A SHELL OR THE UNSOPHISTICATED COOMBEE,—TABLEAU the III, The Bursting of the shell!!!
TWO PAGES of VIGNETTES, representing how our stout contributor went to Nagpore.
PUNCH IN INDIA can be obtained in Bombay—At Messrs. THACKER, VINING & Co., Rampart Row, and Messrs. CHESSON & WOODHALL, No. 10, Hummum Street.
In Poona—At Messrs. ROGERS & Co., 23, Civil Lines.
In London—At MR. G. STREET, 39, Cornhill.

SPECIAL NOVELTIES
IN
J. & W. WATSON & Co's.
HAT DEPARTMENT.

ATTENTION is solicited to our New Stock of HATS which has just been opened, and is now ready for inspection. The Stock will be found to comprise the Newest and Latest Shapes.

SILK HATS.
The NEW SILK HAT, (low crowned) extra quality... ... ... Rs. 14 0
The NEW FRENCH SILK HAT, (high crowned), extra quality... ... ... 14 0

WHITE HATS.
The NEW WHITE HAT, (low crowned)..... ... ... 10 0
The NEW WHITE HAT, Do. extra quality... 12 0
The FRENCH WHITE HAT, (high crowned)..... 8 8
The FRENCH WHITE HAT, Do. extra quality. 12 0

FAWN HATS.
BEST BEAVER FAWN HATS..... 12 0

FANCY FELT HATS.
The SOFT FELT HARROWGATE in Drab and Grey ... ... Rs. 3-8 to 5 8
The FELT VICTOR in Black and Drab..... 7 0
The FELT VICTOR, in Black and Drab, extra quality... ... ... 8 8
The STIFF FELT OXON, Black and Drab..... 7 0
The SOFT CROWN OXON, Black, Drab and Grey. 8 8
The STIFF FELT ARTHUR, Drab and Black..... 7 0
The NEW HIGH CROWNED CAMBRIDGE HAT 8 8
The NEW HIGH CROWNED OXFORD HAT extra quality.
NEW HIGH CROWNED SOFT FELT TYROLS. 8 8
A VERY LARGE ASSORTMENT OF SOFT FELT TRAVELLING HATS.
STRAW YACHTING HATS..... ... ... 4 8
CLOTH VICTORS 6 8
DUNDREARYS..... ... ... 6 8
TWEED TRAVELLING CAPS..... ... ... 5 8
SAXONY WOVE BALMORALS..... ... ... 3 8
SAXONY WOVE GLENGERRYS 6 8

AIR CHAMBER HELMETS.
The MELTON (the lightest Felt Helmet made)... 10 0
The LORD CANNING (strong serviceable Hat)... 12 8
The FORAGE (a first rate Shooting Hat)..... 12 8
The SIR THOMAS BROWBRIDGE (extra quality) 15 0
The STAFF CORPS. do. ... 15 0
The CIVIL SERVICE. do. ... 15 0

PUGREES.
A special lot of Real ALBANIAN PUGREES is offered at Rs. 10-8 to effect a speedy clearance. These Pugrees being very rare, are worth double the money.
A very large assortment of every kind of Pugrees including Spun Silk in all colors, Algerine, China Silk, Gauze, Crapes, &c. &c, from Rs. 2-8 upwards.
A NOVELTY IN GENTLEMEN'S HAT CASES.
The New combined HAT CASE and Portmanteau, an essential requisite for Travellers.

BOOTS.
Screw Sold Patent Leather Boots by the original Patentee.
Enamelled and Calf-skin Boots in all sizes.
Kid and Buckskin Boots, very comfortable for warm weather.

SHOES.
Screw Soled Patent and Calf-skin Shoes.

SLIPPERS.
French Slippers in dressed Fawn-skin and Plain Calf.

WALKING STICKS.
Patridge, Cane, Cherry, Black and White Firs, Ash, Oak, Holly, Hazel, Black and Brown Thorn, and Malaccas.

MILITARY AND NAVAL DEPARTMENT.
Every description of Military and Naval Cocked Hats, Forage Caps, &c. made to order on the shortest notice.

After the 1st of June all orders for FANCY GOODS to be addressed EAST STREET, POONA.
J. & W. WATSON & Co.
No. 1, Hummum Street.

MONSOON ALTERATIONS.

Now ready,
THE INDIAN TRAVELLERS' GUIDE
FOR JUNE.

PRICE—EIGHT ANNAS.

CONTENTS:—
MAP OF INDIA.
Contents.
Index to Railway Stations
Index to Places by Steamer and Dak
Introduction
RAILWAY TIME TABLES:—
Great Indian Peninsula Railway
Bombay, Baroda, and Central India Railway
Scinde Railway
Punjaub Railway
East Indian Railway
Eastern Bengal Railway
Calcutta and South Eastern Railway
Great Southern of India Railway
Indian Branch Railway
Delhi Railway.
Madras Railway
STEAM NAVIGATION COMPANIES:—
P. and O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales
Austrian Lloyds
Euphrates and Tigris Steam Navigation Company
British India Steam Navigation Company
Bombay Coast and River Steam Navigation Company
China Steamers
Indus Steam Flotilla
Punjaub Steam Flotilla.
Irrawady Flotilla
India General Steam Navigation Company.
DAK COMPANIES:—
Agra and Nassick Mail Carts
North Western Dak Company
Inland Transit Company.
Purneah and Darjeeling Transit Company.
David's Horse Carriage Dak
Delhi and Umritsar Dak
Punjaub and North Western Company
Commercial Transport Association Company
Victoria Horse Dak.
Oudh Horse Dak Company.
Deccan Horse Dak.
ROUTES BY STEAMERS.
ROUTES IN THE BOMBAY PRESIDENCY, &c.
ROUTES IN THE CENTRAL PROVINCES.
LIST OF TRAVELLERS' BUNGALOWS ALONG THE TRUNK ROADS OF WESTERN INDIA
SCALE OF FARES FOR SHIGRAMS, BUGGIES, &C. IN BOMBAY.
SCALE OF FARES FOR BOATS FOR BOMBAY HARBOUR.

The Map shows the Railways, Railway Stations, Roads, Lines of Internal Navigation, &c.

Published at the Bombay Gazette Press.

AGENTS:
Bombay:—Messrs. Chesson and Woodhall and Messrs. Thacker, Vining & Co.; and all Railway Stations and Hotels.
Poona:—Messrs. Chesson and Woodhall, East Street.
London:—F. Algar, 11, Clement's Lane.

ADVERTISING AT RAILWAY STATIONS.

The Proprietor of the "BOMBAY GAZETTE" PRESS having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of Advertising, at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices, Advertisements, or Placards, at all or any of the Stations along either of the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel Keepers, Merchants, Traders, and others, who wish to force their business on the notice of the public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway passengers, on the two trunk lines of Western India, native merchants-traders, &c, (seeing that they have the privilege of advertising in their own language) Advertisers would find the publication of their announcements at Railway Stations a decided means of extending [their business.

Placards, according to the taste of Advertisers, may be printed at the *Bombay Gazette* Press.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.

Terms of Advertising may be learned on application to "The Manager, *Bombay Gazette* Press."
Bombay Gazette Press, June, 1867.

NEW ADVERTISEMENTS.

COPPER PLATE PRINTING, ENGRAVING, &c. &c.

THE PROPRIETOR of the *Bombay Gazette* Press, is prepared to execute Copper Plate Printing and Engraving on the Premises.
Cheques, Bills of Lading, Office, and Bank Seals, Seals for stamping Envelopes, &c., Card Plates, Wedding Cards, &c., &c, engraved to order, and at moderate prices. Specimens may be seen at the Office.
May 1867.

TO LET, from the 1st July 1867, the "UPNA COTTAGE" For particulars as to rent apply to 13th June, 1867. RITCHIE, STEUART & Co.

ROS ALPINUS affords unfailing relief in all cases of that irritating complaint PRICKLY HEAT,
by promoting the endosmotic action of the skin and without producing any astringent effect.
ROGERS & Co., Pharmaceutical Chemists, Bombay and Poona.

FOR SALE AT POONA.—Two pucka built BUNGALOWS adjoining "Bund Cottage," one recently furnished, the other on the eve of completion. These are very superior BUNGALOWS, and will prove most comfortable family residences. For further particulars apply to the Manager to the Trustees of CURSETJEE FURDOONJEE'S Estate.
Elphinstone Circle, Bombay, 14th June 1867.

AT an ADJOURNED EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the BOMBAY LANDING AND SHIPPING COMPANY (LIMITED) held at the Company's Offices, David Sassoon's Buildings, Elphinstone Circle, on June 14th 1867 at 3 P. M.
H. Somerville, Esquire in the Chair,
The advertisement convening the Meeting having been read, it was proposed by H. Somerville, Esquire and seconded by D. Graham, Esq.
That the proceedings of the Extraordinary General Meeting held May 6th 1867, viz:—
1st. That the report of the Directors concurred in by the Auditors now read to the Meeting together with the Balance Sheet, made up to the 28th February last, be and hereby are adopted.
2nd. That the Bombay Landing and Shipping Company (Limited) be wound up voluntarily.
3rd. That Mr. Thomas Llobetter and Mr. J. R. K. Johnson be appointed Liquidators, and their joint remuneration be two and a half per cent., as to one half thereof on the assets realized, and as to the other half thereof on the assets divided among the Creditors and Shareholders of the Company be and hereby are confirmed. *Carried unanimously.*
Proposed by H. Maxwell, Esq., and seconded by E. Gaddum, Esq.
That the Liquidators may have power to compromise all Calls and liabilites capable of resulting in debts, and all claims whether present or future subsisting or supposed to subsist between the Company, and any contributory or alleged contributory or other debtors or person apprehending liability to the Company, and all questions in any way relating to or affecting the assets of the Company or the winding up of the Company generally, upon such terms as may be agreed upon, with power for the Liquidators to take any security for the discharge of such debts or liabilities and to give complete discharges in respect of all or any such debts, calls or liabilities. *Carried unanimously.*
H. SOMERVILLE,
Chairman.

THE
"BOMBAY SATURDAY REVIEW"
IS
Published every Saturday afternoon at six o'clock.
THE
"BOMBAY SATURDAY REVIEW"
OF THIS AFTERNOON WILL CONTAIN:

LEADING ARTICLES:—
I. The Indian Council and the Mysore case.
II. Lord Clyde's Indian Campaigns.
III. The proposed Camp at Colaba.
IV. Permanent Settlements.
THE WEEK.
LOCAL AND GENERAL NEWS.
LATEST TELEGRAPHIC INFORMATION, EUROPEAN AND INDIAN.
COMMENTS ON THE WEEK, WITH ALL
THE COMMERCIAL, SHIPPING & MILITARY NEWS OF THE WEEK.

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POSTAL NOTICES.

OVERLAND MAIL.

THE Overland Mail, per P. & O. Company's Steamer will be closed on MONDAY, the 24th June, at 2 P. M. An after-packet will be kept open on payment of the usual fee of 8 annas (which must be prepaid by stamps) until 3 P. M.
Registered letters will be received until 1 P. M.

COLONIAL POSTAGE.—Under orders from Government, no Indian Inland postage will in future be levied on letters received for delivery from or despatched by Her Majesty's Mails or French Mail steamers to Ceylon, Penang, Singapore, China, Hongkong Australia, Mauritius, Port Louis, Natal, Reunion, Port Elizabeth, Cape of Good Hope, St. Helena, Ascension, Malta and Gibraltar.

CHANGES IN MAIL TRAINS.—In consequence of the alterations in the departure and arrival of the Mail Trains on the lines of the G. I. P. and B. B. and C. I. Railways, the following changes will take place on and after the 9th and 10th June 1867 respectively, in the hours of closing of Mails at the General Post Office:—
For Post Towns on N. E. line of the G. I. P. Railway, *i. e.* for Khandalah, Malsi, Begar, Central Provinces, Punjab, N. W. Provinces, and Be gal, 8 A. M.; after packet letters, 5-30 A. M.
For Post on the S. E. Line of the G. I. P. Railway, *i. e.* for Poona, the Deccan, S. M. Country, and Madras Presidency 12 noon; after Packet letters 1 P. M.
For Post on the S. E. Line of the G. I. P. Railway, *i. e.* for Stations on the Railway line as far as Pa na 8 A. M.
For Post on the B. B. and C. I. Railway, *i. e.* for Post Offices on the Railway Line, Guzerat, Scinde, Kattiawar, and Kutch 7 A. M.; after Packet letters 8 A. M.
Registered letters and Banghy Parcels for despatch by all Mails will be received, except on Sundays, from 7 to 8 A. M. and from 12 noon to 5 P. M.

The Bombay Gazette

SATURDAY, JUNE 15, 1867.

THE manifest expediency of not annexing Mysore on the death of the present Maharajah gives Sir Stafford Northcote a great advantage in the discussion carried on by him with the majority of the Council of India regarding the despatch in which the Maharajah's adopted son was recognized by the Secretary of State as the legitimate heir to the kingdom. Undoubtedly the refusal of Sir John Lawrence to sanction the adoption had strengthened the vague suspicions and alarms from which ignorant native princes are never wholly free; and, though of course it is the business of agitators to write sensational descriptions of the intense excitement with which our proceedings in reference to Mysore have been watched by every native Court, still, after making every allowance for exaggeration of tone and vividness of colouring, there is undeniably much force in the mere argument that although Lord Canning expressly excluded the Maharajah of Mysore from the benefit of the adoption despatch; nevertheless the refusal of Her Majesty's Government to recognize the Maharajah's adopted heir would have been generally looked upon throughout India as a violation of "the broad general "policy which dictated that despatch," as well as of the Queen's Proclamation of 1858, and would have been triumphantly quoted by the enemies of our rule as a proof of the insatiable lust of territory that animates the English people. Sir Stafford Northcote puts this argument very fairly when he says—"we assumed, and we have retained, "the administration of Mysore on the ground "that the present Rajah has shown himself "unfit for the task. It would be unfortunate "were we to take a step which would put upon "our proceedings a colour wholly different from "that which we have for many years desired to "give them." On the principle, therefore, of keeping things quiet and running no risk, and of conciliating native princes in India and a sect of politicians at home who are rapidly rising in power, Sir Stafford Northcote has acted wisely for the interests of peace and the Conservative party in not abolishing the native dynasty of Mysore. We hinted the other day that perhaps he had gone a little too far in not merely recognizing the adopted son but honouring the Maharajah himself with the decoration of the Grand Cross of the Star of India. Sir Stafford takes special pains, in the "paper recorded by "the Secretary of State" in justification of his despatch, to show that he has not reversed the policy of Lord Canning, Lord Elgin, and Sir John Lawrence—though, to do him justice, he frankly declares that "if their policy, though "not distinctly avowed as such, was a policy "of annexation, the inconveniences of reversing "it ought not to be regarded as equivalent to "the inconvenience and inexpediency of pursuing it." But he contends that he has not reversed Sir John Lawrence's policy, because he "does not enter upon the question of the "right of adoption at all," and Sir John's "declarations were limited to a denial of that "right" and did not bind the Government to a particular course of action in case the Maharajah insisted, in spite of that denial, on adopting an heir. Surely, however, it is equivalent to a direct censure on the Viceroy, when Sir Stafford Northcote, not content with recognizing, for the sake of expediency, the heir whom the Maharajah adopted in open and contemptuous defiance of the warnings of the Government of India, singles out the Maharajah himself as the man whom the Secretary of State delights to honour. Whatever differences of opinion there may be between the Home and Indian Governments, it cannot be wise for Sir Stafford Northcote thus publicly to humiliate a man who has after all, Her Majesty's Government will do well to remember even in the midst of their anxiety to secure the immemorial rights of native princes whose real origin dates from yesterday, done more for India than whole legions of Maharajahs. Perhaps Sir Stafford Northcote thought that when he had given away a kingdom, a ribbon and medal more or less could not be of much consequence; but it seems to us that in this case the gift of the personal distinction to the Maharajah extends the action of Government in recognizing the validity of an adoption which they could not prevent to a direct and emphatic approval of all that the Maharajah has done in opposition to the frequently expressed wishes of the Government of India. The bestowal of the decoration is therefore a serious political blunder, for it brings the authority of the Viceroy in this country into contempt, and there are a multitude of native princes who will not hesitate to take the hint the Secretary of State has given them, that, if they desire to increase their influence and gain higher rank among the favourites of the English Government, it is not by steady loyalty but by disobedience to the instructions of the Viceroy and prolonged agitation at home, that they will have the best chance of attaining their ends. Even if the princes themselves were disposed to remain quiet, it would be impossible for them to avoid being swayed by the counsels of intriguers who are interested in spurring them on to acts of disloyalty; and that there is a large political party among Englishmen themselves who will go almost all lengths in supporting native princes may be inferred from the significant fact of several Indian newspapers having lately published as genuine, without rebuke or comment, the squib in which the Nizam was represented as repaying the lectures of the Government of India with insolent taunts and mockery.

Sir Stafford Northcote has, therefore, done more than was expedient; and it may be added that, even if the restoration of Mysore to its native rulers be admitted to be expedient, it is not on that account necessarily just. Nothing could be more unjust to the people of Mysore than to place them again under the absolute dominion of a native prince. As regards one section of the population, the attempt to place them in subjection to a Hindoo Rajah would be an outrage on public opinion that could not be tolerated. Mysore contains some of the few districts in India that are suitable for European colonization. Since the British Government took the administration of the country into their own hands, these districts have been largely colonized by English planters; and it would be a dishonourable and foolish act on the part of our Government to hand over this flourishing colony to the tender mercies of a native prince. Sir Stafford Northcote, however, is careful to hold out to the native dynasty no hope of an unconditional restoration; and it is in the conditions attached to the concession he has made that we see reason for hoping that the province may yet be saved from the miseries of independence. In the first place, nothing will be changed for fifteen years; then, "before the young prince is admitted to a "share in the administration, it will be our duty," says the Secretary of State, "to make "proper stipulations, and to take sufficient "securities, for the good government of the "people"; in fact, the prince will have to pass an examination and prove himself to be an educated and sensible man before he is allowed to touch the reins of Government. Then, if he is adjudged worthy to be placed on the musnud, he will probably be called upon to grant "a cession of "territory" (the colonized districts are meant, we suppose) "in lieu of our increase of subsidy." Having done this, he will be suffered to reign during good behaviour. Sir Stafford Northcote is most explicit on this point, that the British Government can take away the kingdom again at any time, if the Rajah turns out badly.

I believe it (he says) to be both our duty and, in a large sense, our interest, to maintain the existence of separate native States, and to exercise our influence to secure them good government at the hands of native rulers, wherever such a course is practicable. In order to give effect to this policy, we have found it necessary, and may find it necessary again, to take to ourselves the power of assuming the administration of misgoverned States, and of governing them in trust for the native rulers, and for the benefit of the people.

The principle thus broadly stated has attracted less notice than its importance deserves. In effect, the Secretary of State lays it down as a rule that there are no independent native princes in India, that their titles are entirely derived from the good will and pleasure of the Imperial Government, and their tenure of power depends solely on their good behaviour. If this theory of English supremacy be faithfully carried out, no one will have reason to reproach Sir Stafford Northcote with having checked the spread of the civilizing influence of English Government in India.

The part played by the Council of India in the settlement of this question confirms the opinion we have often expressed that the present constitution of the Home Government of India really gives absolute irresponsible power to the Secretary of State for the time being. Nothing could well be more ridiculous than the position of members of Council who first learnt Lord Cranborne's intentions with regard to Mysore when the late Secretary made a speech on the subject in the House of Commons, apologizing to them afterwards for the "inadvertence" and leaving them the miserable satisfaction of recording protests that only prove their own impotence. Indian interests will never have fair play at home till the rule which excludes the best men of the services from Parliament, and thus prevents fair and free discussion and allows the Secretary of State to do what he likes, is abolished.

IT should have been mentioned in yesterday's paper that the opinions expressed in the last paragraph of the Review of *Sitana*, as to the proper policy to be adopted by the Government of India, in dealing with the Afghans, are the personal opinions of the writer of the review, and not those of the *Gazette*.

WE learn from the *Mofussilite* that the Government of India has issued an order, consequent on the late panic at Meerut prohibiting the reckless transmission by the telegraphic wires of any information likely to cause alarm. This is somewhat like locking the stable door after the steed has been stolen, but such journals have not the common prudence to withhold a message of a nature calculated to excite panic, until they have sifted the truth of it, the Government order referred to will put a bridle on the indiscretion of such of them, like the *Times of India*, who seem to think the earliest publication of a sensational telegram of more importance than the safety of the Empire. The following is the order referred to:—

"It should be a rule with all authorities that no information calculated to give alarm should be passed on without due consideration of its nature, character, and probable credibility, and without such information being placed in a clear and distinct manner before the authority for whom the communication is intended. For want of such circumspection, a letter evidently the emanation of a half-witted person, written in almost illegible character, has been the cause of some mischief, and has enabled the Editor of a newspaper to write in terms which may create in distant stations serious alarm."

THE indiscriminate upholders of independent native states and the right of the natives to govern themselves have something to ponder over in certain events which resulted from the recent differences between the Nizam and Sir Salar Jung. It is notorious that such states are generally places of refuge for lawless and disorderly ruffians of all kinds, and the alacrity with which those who have harboured themselves in the Nizam's Dominions turned themselves to rapine and plunder, the instant the Nizam's enlightened minister had for the time fallen into disfavour, shows that the opportunity is all that is needed to spread them abroad like a scourge and pestilence over India. We are indebted to the *Englishman* for the following facts:—

"India, in spite of the peace which it enjoys, still offers a lucrative field of adventure to the hardy races of Afghanistan and Arabia. Pathans, Sikhs, and Arabs leave their homes, though not in such numbers as in former days, and seek for wealth and dignities in the service of the numberless chiefs of Central India, where as sepoys, peons, and armed retainers, their services are greatly in requisition. Their principal place of resort is, however, the capital of the Nizam, Hyderabad. In this city the Arabs and Rohillas form a large, fluctuating and turbulent population, which not even the presence of the British Contingent can entirely overawe, and which, on the slightest opportunity, is sure to resort to those practices which made the Pindarries so dreadful a scourge. On the occasion of the recent dispute between Salar Jung and the Nizam, the Rohillas armed themselves, and possessing themselves of one of the numerous hill-forts in the neighbourhood of the capital, entered on a course of rapine, which the sudden return of the minister to power brought to a speedy termination. The spirit of disaffection, however, does not appear to have been thoroughly cowed, as we hear from Hyderabad that a body of these men employed by the Nizam, have recently mutinied, and plundered three villages in the Deccan division, and that some Arabs and Pathans have been sent to bring them to reason We have never seen or heard of a return which would enable any one to arrive at a correct conclusion as to the number of men, of the fighting races, Sikh, Patan, or Rohillas, and Arabs, entertained by the various independent Chiefs of India, and we would therefore suggest to the Foreign Department the advisability of preparing such a return."

THE *Englishman*:—The following is the result of the opium sale held yesterday on behalf of Her Majesty's Government:—

	Chests.	Highest.	Lowest.	Average.	Proceeds.
Behar	2,000	1,310	1,300	1,302-3-2½	26,04,400
Benares,	2,000	1,250	1,240	1,240-15-9½	24,6,975

THE same:—The report of Colonel Eden, Political Agent in Rajpootana, draws attention to the fact that the practices of Suttee and Sumadh and Female Infanticide have been largely discontinued in the countries under the Agency. The number of births of female children reported during last year, exceeds for the first time the number of births of male children, during the same period, not a single case of Sumadh or Suttee was reported to the Agency. In commenting on this great improvement, the Vicero

THE WET DOCK COMMITTEE.

The Wet Dock Committee met again on Thursday in the Town Hall. The following members were present. Mr. A. F. Bellasis (in the chair), Colonel DeLisle, Captain Henry, Captain Methven, Mr. Aitken, Mr. Bogie, Mr. Currie, and Mr. A. Brown.

Lieutenant Sargeant was first examined. He said he had taken borings at the entrance to the proposed wet docks.

The Chairman—Were these borings taken specially for this Committee?

Lieut. Sargeant—Yes.

Examination continued by the Chairman—At the first boring he found about 30 inches of mud, and 5 feet 6 inches of a stiff clay; then he came upon rock. The mud seemed to vary from 18 inches to 4 feet.

The Chairman—What sort of rock did you find?

Lieut. Sargeant—Hard rock. The next boring gave them 4 feet of mud and 11 feet of clay; then rock. At the third boring they found 2 feet of mud and 6 feet 6 inches of clay; then rock. He bored with a screw augur. On the line of the wall, towards the mid basin, he made four or five borings, when he went through 4 feet of mud, but in no instance came to rock.

Mr. Aitken—Did you use tubes?

Lieut. Sargeant—Iused no tubes. I only used an augur and bored till the augur stopped.

Mr. Aitken—These borings correspond exactly with my borings, but when I had bored these depths I used tubes and found moorum.

The Chairman—Have you brought any specimens of the rock?

Lieut. Sargeant—No.

Mr. Aitken said these borings gave very unsatisfactory result. They merely showed where the soft ground ended. Do you think, Lieut. Sargeant, this soft could be dredged.

Lieut. Sargeant—Yes, we could dredge it.

Mr. Aitken thought this was the depth wanted, but he objected to its being said these rocks were there, because he had gone down with tubes and found only moorum. The difficulty was in boring without tubes that when the borer arrives at a certain depth it must be stopped, because the fall was not sufficient to overcome the friction. These borings simply proved there was mud or soft ground, in one case to the depth of 15 feet, and in another to the depth of 8 feet.

Lieut. Sargeant—It took twelve men to turn the drill after it got through the mud, so that it must have been rather stiff clay.

Mr. Aitken—But you could dredge it?

Lieut. Sargeant—Oh, yes.

Captain Methven then gave evidence. He said he had known Bombay harbour since 1837, and had been coming in and going out as an officer at all seasons.

The Chairman—Have you any proposal in regard to wet docks for Bombay?

Captain Methven—No, I have no proposal of my own. The Chairman—Do you think you could dock a ship in the south-west monsoon?

Captain Methven said he thought that according to the plan of Mr. Aitken vessels might be docked, but preparations would be necessary to guard against possible accidents.

The Chairman—Do you think docks are desirable as respects the sailors?

Captain Methven—No, docks would have a bad influence on the discipline of the men.

The Chairman—How many European seamen came into harbour?

Captain Methven—Well, the number varies, but we don't carry many European sailors—our quarter-masters and perhaps eight or ten men.

The Chairman—How many men does a ship of 2,000 tons usually carry?

Captain Methven—Not less than fifty certainly. He thought docks undesirable on several grounds. A man taking an interest in his crew, could preserve neither their health, comfort, or discipline; then he could discharge the cargo very much faster in the stream than in docks.

The Chairman—Why?

Captain Methven said there was more elbow room for work, and he assumed that all ships were now provided with steam winches for their hatchways. He was so much in favour of the stream that he could not think he was saying too much when he said he could discharge two ships in the stream for one in the docks.

Mr. Aitken—Have you ever discharged cargo by the hydraulic engine?

Captain Methven—No.

Captain Henry—You never discharge cargo in any dock except the East India Dock?

Captain Methven—No.

Captain Henry—Well, that is about the worst dock in India.

Mr. Aitken remarked that lying alongside a wharf the cargo could be discharged over both sides of the ship—from the one side on to the wharf and from the other into a boat.

Captain Henry—Would you keep your vessel in the stream even in bad weather?

Captain Methven—Why, one generally gets notice of bad weather, and in one hour can take his ship into safe waters with more ease than in any other harbour in the world.

Mr. A. Brown—You advocate graving docks?

Captain Methven—No.

Mr. Brown—And nothing more?

Captain Methven—No.

The Chairman—That was merely for the repair of ships?

Captain Methven—Yes.

Mr. Aitken asked if a considerable saving would not be effected by docks?

Captain Methven—The saving to be made is this—The hire of the boat from the ship's side to the bunder, and the removal of the cargo from the boat to the bunder head. Against that saving, however, you must place whatever charges the dock authorities may lay upon you. That of course, must be taken into consideration. I think that with a properly administrated landing company, such as I am quite certain must arise in this harbour, there could be no possible comparison between the charges that company would find necessary and the charges now. You have figures before you at the present moment comparing the present charges with the probable charges with a dock; but I believe—it is simply an assertion, but I will support my assertion by giving full details—I believe an efficient landing administration would find a cargo for one-fourth of the present cost.

Captain Henry—Can you account for the failure of the Landing and Shipping Company?

Captain Methven—Perfectly. I happen to know about the landing of coal boats, and do not wish to speak disparagingly of such an effort; but my astonishment was extreme when I saw these boats that anybody should suppose they would be successful. They struck me as eminently unsuitable for the trade of the port. I looked at it as a matter of certainty that they could not compete with the means we had in the harbour already.

Captain Henry—What was the matter with them?

Captain Methven—In Bombay harbour you have pretty freshtides and strong winds. These boats are excessively shallow and slightly built. In the event of the rains, these boats would require tarpaulins to make them tight. Then in a strong tide or wind you can hardly get them to steer. And another thing, I consider that to employ steam in each barge in this harbour against the stream was a tremendous waste of force that would not pay.

Captain Henry—But they did not employ steamers.

Captain Methven—Well, these boats were unable to tow barges. They had not force of themselves. I consider that to apply steam to every barge to land cargo was going to an extreme expense, and was a waste of force where you had a harbour that had the most convenient breezes in the world. The boats had not the power for towing. They could not take hold of twenty-five cotton boats and tow them against the stream.

Captain Henry—Were they ever made to tow?

Captain Methven—I assume they were from the question put to me.

Captain Henry—Oh, no, they had two steam-tugs for towing their non-steam barges.

Mr. Aitken—Do you know the difficulty in getting machinery repaired?

Captain Methven—I think it must be difficult. I do not think Bombay has enterprise on shore to meet the repairs of these boats. I view the present boat as a remarkably complete and fine boat. I do not think in the different harbours I have visited—and China is famous for its boats—I have ever seen a better class of boats. They are tantamount to deck boats, and are very shallow. They are open boats, and in this harbour, where we have months of dry weather, an open boat facilitates work very much, having no hatchways. They are boats of remarkably swift speed. I have watched them deep laden to the gunwale with reclamation stuff, coals, dead weight, and packages of every description, and as an old sailor I look at them with pleasure.

The Chairman—Are they liable to capsize?

Captain Methven said he had never known them capsize by gusts of wind. Their form was such that they were hardly ever seen to take a spray on board, however strong the sea breeze or monsoon might be. They divided the water in such a manner that the sea did not strike the boat, but ran round them. The sail of these boats was a perfect sail. Any landing company taking these boats as a basis could not have a more favourable boat. There were periods of calm in the harbour; but a landing company could drop forty or fifty of these boat into their places at the ships' sides. The only drawback he saw to these boats was that it was said the cargo got damaged. Now, he wished to state emphatically that there were no boats anywhere in which they could protect the cargo better than in these boats, by a very simple means. Hitherto damage had ensued; and it was a practical testimony to the excellence of these boats that in the thirty years he had known the harbour hardly any means had been taken to protect the cargo. As regarded water breaking on board, the form of the boat had been thought sufficient; and the system of tarpaulins used had been very inefficient. Any company for loading and unloading ships in this harbour, without taking this boat as a basis, would throw away a large amount of force. As to packing the goods in the boats, if it were a gentle cargo of damageable goods, in the case of a strong north-wester he would simply put one or two buffers round the rail, and underneath them roll up a tarpaulin. That would thoroughly protect them. If he was asked what he would do for the rainy weather, he would have the same system, and supplement it with a coping tarpaulin, which would thoroughly protect the boat from any damage from the rain.

Captain Henry—Then we must assume that they have made mistakes in every port in the world except Bombay?

Captain Methven explained that there were great differences in ports, and in each port special excellencies would be found to suit the special circumstances of the place.

Captain Henry—Don't you think the Bombay boat was made for the purpose of getting into places where there was no deep water alongside?

Captain Methven—No. I think the Bombay boat is a deep water boat.

In reply to Captain Henry,

Captain Methven said the importation of coal was rapidly increasing.

Captain Henry—In this harbour there will require to be a special arrangement for the reception of coal by the railways. What arrangement would you, as a landing administrator, make to land that coal?

Captain Methven said he would take one of the larger description of harbour boats, with say 10 or 5 tons of coal. He would divide the boat into ten compartments or divisions, which could be hoisted up, filled with coal, and then fixed in again. These could again be lifted and emptied into the trucks. By this means there would be no difficulty in lifting 10 or 5 tons.

Captain Henry—Don't you think there would be a great deal of expense in fitting up the boats in that way?

Captain Methven—Yes, necessary.

Mr. Aitken remarked that damage was done to coal every time it was turned over. Mr. Brice had stated the damage to be one rupee per ton.

Captain Methven—Of course, I apprehend that must occur by the way the coals are at present handled. But I could wish for no better boats for a landing company. Then in shipping the cargo an energetic administrator would have an active attendant. Instead of the boats lying ten days alongside, the boats would make two trips a day.

Mr. Adams—Then you would require more bunder accommodation?

Captain Methven—Oh, yes, of course. As to cotton cargo, he might say that it was a cargo which was not often taken quickly in. It required to be properly fixed in the ship. Leaving this harbour in a south-west monsoon and with a heavy swell, if the cargo was not screwed, two or three larches would send the cargo to one side, and consequently the ship would go along partly upon her side the whole voyage; and in the event of meeting with heavy weather, the "list" of the vessel would add enormously to the damage of the cargo, and also to the risk of losing her spars. So that a ship ought not to be too quickly stowed with cotton.

In answer to Captain Henry,

Captain Methven gave it as his opinion that a ship could be more easily repaired in docks than in the stream.

Mr. W. Newell, quarter-master in the P. and O. Docks, Mazagon, was then examined.

In answer to the Chairman,

Mr. Newell said his opinion was that the proposed breakwater for the docks should be carried further to the east.

The Chairman—Do you think the proposed channel wide enough?

Mr. Newell—Yes, I think so.

The Chairman—Suppose the plan is followed, how many days in the year do you think you would be unable to dock ships?

Mr. Newell—About three or four days. If the breakwater were carried a little further to the east I could dock every day.

Captain Henry—With 25 feet of water, how many ships could you dock in one tide?

Mr. Newell—Ten or twelve.

In answer to Mr. Adams,

Mr. Newell said he had seen ships rise a foot or fifteen inches with the swell at Mazagon.

Mr. Adams—Do you think you could dock a ship as easily here as at Mazagon?

Mr. Newell—Certainly, if the breakwater was carried further. I have docked ships at Mazagon with a very strong north-western blowing.

The Chairman—You think the channel to the docks would be wide enough at 300 feet?

Mr. Newell—Yes. I think it would be a great advantage to have another breakwater on the opposite side. What you expended on it would be saved in dredging, for there is a very considerable silt here.

Mr. Adams—Do you think it necessary to give room for the ship to swing?

Mr. Newell—With a channel of 300 feet wide you could get your vessel on the windward side of the channel, and you have always sufficient water to bring her over the shallow ground.

In answer to Captain Methven,

Mr. Newell said it would be much easier to dock a ship in this proposed dock than in the P. and O. Company's Dock.

Captain Methven—If you were unable to get your ship's quarter to windward, how much would you require for swinging?

Mr. Newell—I think 300 feet would be sufficient. In the P. and O. Company's dock I have never been stopped for a single day from docking ships during the last five years.

This concluded the evidence to be taken by the Committee; and the Committee sat for some time afterwards in private.

THE SEAMEN'S FRIEND ASSOCIATION.

Report for the year 1866.

1. The number of officers and men of all ratings admitted into the "Sailors' Home" during the year 1866, was 90 officers and 947 seamen.

2. The crews of the wrecked ships "Stafford," "Chapman," "Themis," "Zenobia," and "Die Vernon," officers and 96 seamen were received into the Home. The crews of the first four named ships paid in part their own board; (the crew of the "Die Vernon" was paid for by subscriptions raised by the Superintendent;) the deficit, amounting to Rs. 588-6-0, will be placed to profit and loss account.

3. 183 destitute seamen were admitted into the Home during the year, whose board was paid for by the Shipping Master on behalf of the Board of Trade, by the Senior Magistrate of Police, and by private individuals.

4. 311 advance notes were cashed, to the amount of Rs. 7,923-12-0, at a profit of Rs. 568-10-0. The losses by advance notes have not been written off.

5. The Home has also assisted five seamen by negociating their Bills of Exchange to the amount of £32-15-5½ through Messrs. Lyon Brothers.

6. The monies deposited by boarders for safe custody amounted, to Rs. 34,528-1-9 as shown in the appendix.

7. Messing arrangements are continued on the same plan as before: but the increase in the price of provisions, the small number of men who have paid their own board, and the unusually large proportion of destitute seamen admitted during the year, has resulted in loss to the Home.

8. The conduct of the boarders leaves no room for complaint, and the Committee desire to notice the attention paid by the Rev. W. B Keer, Harbour Chaplain, to the spiritual welfare of the inmates of the Home. The health of the inmates has been generally good, but the drainage of the Home is far from satisfactory, and credit is due to the Superintendent, Mr. H. H. Avron, for his unceasing and energetic endeavours to prevent effluvia; thus forwarding the cleanliness and comfort of the Home.

9. In November, F. R. Kendall, Esq., Treasurer, resigned office on account of his departure from Bombay, and W. Gordon, Esq., was elected in his stead. Lieutenant H. Morland accepted office as Honorary Secretary in August last, in succession to Commander Robinson, resigned. Mr. J. Williams, Auditor, having resigned office, Mr. T. F. Punnett was elected at the same rate of remuneration, viz. Rs. 100 per annum.

10. In inviting attention to the annual accounts attached, the Committee would draw attention to the sum of Rs. 1,500 as paid to advance note account. This amount was paid over to the Superintendent by the Treasurer to meet any demand for cashing advance notes that may be made; the amount will appear in the current year's accounts. As anticipated in last year's report, *vide* paragraph 15, the Committee have found it necessary to intrench considerably on the funds lodged in the Presidency Bank on deposit account, and earnestly appeal to the public for that support which the urgency of the case demands.

11. The Committee regret to add, that the subscription list for the year 1866 was lost, and though the amount of subscriptions received is correct, they are unable to publish the names of the subscribers as heretofore.

Plans for a new Home, prepared by John M. Anderson, have been received from Mr. John Fleming, and subscriptions for the new building will again be solicited. But the Committee apprehend that the large sum required (Rs. 5,00,000) will not be quickly raised in the present state of commercial depression in Bombay; but the benefits of the present Home, in affording accommodation for the crews of the unusually large number of wrecked ships during the last monsoon, were prominently conspicuous, although necessitating considerable encroachments being made on the funds of the Home; and the Committee feel assured that they have only to remind the public of these disastrous events during the year, to ensure liberal donations for the funds of the present Home.

FORT POLICE COURT.—14th June.

(Before R. B. Barton, Esq.)

A Suspicious Character—Sorabjee Cowasjee, a reputed thief, aged 37, was sent to the House of Correction to undergo three months hard labour, for having been found loitering in the night time at Colaba, without being able to give a satisfactory account of himself.

Cruelty to a Bullock.—Rajoo Woollee, cart-driver, was sentenced to pay a fine of Rs. 15, with the alternative of one month's imprisonment, for having cruelly beaten and tortured his bullock.

Obtaining Articles on False Pretences.—Dowraz Days, a vagrant, was found guilty of having obtained on false pretences an embroidered cap, a turban, and a coat, of the aggregate value of Rs. 23, the property of one Moorajee Premjee, and was sentenced to three months' hard labour in the House of Correction. Behaud is obtained in similar way a topper charpy of the value of nine rupees, the property of one Peerbhoy Hemjee; and for this offence he was sentenced separately to four days' imprisonment, which will count from the expiry of the three months.

Theft.—Usman Abdul, a domestic servant, was charged with having stolen two shawls and several other articles of native clothing, of the total value of Rs. 48, and being found guilty was sentenced to six months' imprisonment with hard labour in the House of Correction.

(Before Nana Morojee, Esq.)

Forbidden Fruit.—Abdool Cauder, a fireman in the employment of the G. I. P. Railway Company, was found guilty of having stolen three mangoes from a waggon at the Railway Station at Boree Bunder, and was sentenced to suffer a fortnight's imprisonment with hard labour in the County Jail.

MAZAGON POLICE COURT.—14th June.

(Before B. H. Showell, Esq.)

Torturing a Horse.—Abdool Din Mahomed was charged with torturing his horse in Mazagon this day; and having pleaded guilty, was fined Rs. 25, or in default of payment of fine to be imprisoned with hard labour for a month.

Culpable Homicide.—Salmin Seedee was again placed at the bar this day on the above charge, in having caused the death of Sheik Ally Sacik Ismal, who was wounded by him in Taillee Mohla Street on the 24th ult.

Mr. Hearn, Public Prosecutor, appeared for the prosecution.

After the examination of three more witnesses, His Worship adjourned the further hearing of the case until Monday next.

Smuggling Tobacco.—Bhugwan Nursee was yesterday charged, at the instance of Mr. Cooverjee Motabhoy, head clerk in the tobacco department at the Custom House, with knowingly having in his possession a quantity of tobacco liable to confiscation under section 19 of Act IV. of 1867. The prisoner brought the tobacco by a mixed train on the G. I. P. Railway line from Coorla to the Dadur station. He at first denied having anything, but a policeman found the tobacco and took it to the Custom House. His Worship ordered the tobacco to be confiscated, and fined the defendant Rs. 60, or five times the value of the tobacco. A warrant of distraint was issued against the defendant, but no effects being forthcoming he was sentenced to be imprisoned for two months.

Riding on an Engine without Authority.—James Cunningham, an overseer of works on the B. B. and C. I. Railway line in the employ of a contractor, was placed at the bar on three different charges, viz, with riding in a brakevan on the B. B. and C. I. Railway line without special license from the Locomotive Superintendent, with riding on an engine on the line whilst it was in motion, and with escaping from legal custody of a native policeman. The defendant arrived at the Tardeo station yesterday in a brakevan without paying his fare, and the stationmaster, Mr. Bourne, gave him in custody and ordered a police jemadar to recover the amount of the fare Re 15-6-0. The jemadar warned another policeman to take charge of defendant, who, however, got upon an engine without paying the fare and escaped. He was arrested this morning at Parell

His Worship acquitted the defendant of the charge of escaping from legal custody on the ground that he was not properly in custody. On the first and second charges, to which he pleaded guilty, the defendant was fined Rs. 20 in each case.

LAW.

HIGH COURT.—Appellate Side.

Wednesday, 12th June.

(Before the Chief Justice, Mr. Justice Newton and Mr. Justice Warden.)

An offence under the Railway Act.—On the 7th March last, W. Gibbons, an engine-driver in the employ of the G. I. P. Railway Company, was charged before Captain T. E. Britton, Magistrate (full power) at Bhosawul, with negligent performance of duty as an engine-driver in having detached his engine from a train without taking precautions to secure the train, which, being upon an incline, ran into an engine by which a person was injured. The charge was laid under section 27 of Act XVIII. of 1854, Captain Britton in pronouncing his decision, thought that in taking his engine away to pump the boiler common sense should have told prisoner that it would have been only right to have told the guard of his train beforehand what he was about to do, and to have secured the brakes of his train to prevent its running backwards. He took neither of these precautions; and the guard was in no way to blame. The prisoner had committed the offence provision for which is made in section 27 of the Railway Act—he had done an act likely to endanger the safety of persons on the railway, and one person had been severely hurt, and several others might have lost their lives. The Magistrate fined the prisoner twenty rupees, to be paid, if recovered, to the man who had been hurt through his negligence.

The High Court, on looking at an extract from the report of criminal cases disposed of by the Magistrate in the Khandeish district, sent for the record and proceedings in the above case; and after reviewing it, annulled the conviction and sentence, as the charge against the prisoner came under the second branch of section 27 of Act XVIII. of 1854, and the trying Magistrate had no jurisdiction to convict the accused of such an offence.

CORRESPONDENCE.

CRICKET.

To the Editor of the Bombay Gazette.

Sir,—Whoever your correspondent "I. Z. & Co." may be, he certainly has done Cricket a good turn by "bringing A.X." to the front (and we trust many more will soon follow) to discuss the point as to how the Elevens in such an important match as the annual one between "North" and "South" ought to be selected. There is no doubt, as "I. Z. & Co." says, that for the two last years, the committee appointed to select the "South" Eleven has been composed of men almost self-elected and residing at the time in Poona, some of whom are as little capable of judging the merits of a good player, or discriminating between good and bad play, as a broomstick. No exception can be taken to "A. X.'s" friend Colonel Aitkin. Everybody knows him to be a thorough cricketer to the back bone—but one good man alone can never make a good Eleven. What is wanted is a Team without a Tail, and such a Team could easily be obtained if proper means were adopted for that purpose. In the year 1865 the Eleven representing South, was not selected until the day preceding the match, by an almost self-elected committee at Poona, and the consequence was only one or two good men played on the "South" side, there not being time to beat up the good players from outstations. I think the suggestion of "I. Z. & Co." as to a committee being formed for selection of the Eleven in the way he mentions, a good one, and in this opinion I cannot but think "A. X." will concur. And if the president of the Bombay Cricket Club, The Hon. B. H. Ellis (who is almost as much a Poona as a Bombay man) would undertake the trouble of moving in this matter he would confer a great benefit on Cricket in general and the sporting world on this side of India.

OUTSTATIONER.

SIND.

Accident in Port.—On the 6th instant, at about 1 P. M., a boat laden with 74 bales of cotton belonging to Ragoonath Budreedass, a Marwarree merchant of our city, was sent to the *Ambleside*; but as that vessel's shipment was complete the boat made the best of her way to the *Mary Bibey*, which was lying astern of the *Ambleside*. Whilst trying to effect this, another *matchmes*, called the *Sikkra*, and belonging to one Kumissa, came in collision with Ragoonath Budreedass' boat, and knocked a hole in her, when the latter with the cotton sunk and the bales began floating about and would in all probability have floated out of the harbour with the ebb tide but for the exertions of Mr. Viers, the Preventive Officer at Keamarree, who lost no time in engaging a craft with a lot of coolies and saved 56 bales; the other bales were picked up by boatmen at Keamarree. The recovered bales were made over to the agents of the ship, Messrs. Finlay & Co., who have taken possession of them, and we hope to see the exertions of Mr. Viers well rewarded by full salvage. —*The Sindian.*

The Port.—For several years after the conquest of this Province, it was considered a point not to be disputed, that no vessel should leave the port during the South-West monsoon, or from June till the end of September. So great was the risk considered that the *Lady of the Lake*,—the first ship which arrived direct from Europe consigned to Messrs. Barstall and Co.,—was detained for the above period. The ice was, however, broken,—if we are not very much mistaken,—by the British Steam Navigation Company. The feasibility of navigation at this season having been placed beyond question, seems to have induced Mahomed, the commander and owner of a large *bugla*, named the *Saith*, to try if a native craft could not at this season make the passage to Bombay as well as square-rigged vessels. He has accordingly freighted his *bugla* with oilseed, oil and ghee; but a telegram received the day before yesterday from Bombay states that the insurance offices will not undertake the risk of granting polices; so the Serang would most probably have had to abandon the attempt, only he had shipped the goods and partly insured them here. The *bugla* was to have left on Wednesday, but was detained. Should the project succeed, other vessel of the same tonnage may be induced to repeat the experiment and eventually a regular traffic may be established throughout the monsoon by native vessels.

After the above was written, we were informed that the attempt to get out of the harbour was made with the assistance of a steamer but failed. This perhaps was owing to the strong wind which has been blowing from seaward for the last three days, and the heavy sea outside. Mahomed, we hear, has left, but will again made an attempt as soon as the weather moderates.

BURMAH.

The following is a letter from the Burmese capital, dated 2nd May, from Chevalier A. J. Camaratta:—

I feel very much obliged to you for having inserted my letter in the columns of the *Times*, and I coincide with your editorial comments about the wide difference there is between "Friends in words" and "Friends in deeds." But how long you will realise, if you have not done so already, that His Majesty is sincere in his wishes to promote the happiness of his subjects, and knows that the safest and shortest means to attain that end, is by cultivating an advantageous friendship with the English and their Government. Though I could not, for many reasons, pretend to become one of your own correspondents, I am led to trouble you again in order to correct the erroneous impression which some Mandaly letter, given insertion to, in one of your late papers, may have spread abroad, regarding both the matter and the manner of the recent communication from the Governor General of India to His Majesty. When the letter was brought to the Palace by Captain Sladen, the King at once ordered it to be received in the "Bladike," and kept till the following morning, when it should have been read according to Burmese custom, and with the object to give more honour to that communication from the Governor General, in presence of all the ministers presided over by His Majesty himself. But Captain Sladen having reiterated his wish to deliver personally the letter and address, His Majesty good naturedly decided to gratify him. That communication was then read aloud by one of the Royal Secretaries, and his Majesty declared himself pleased with its tenor, and ordered that a friendly reply should be forwarded. As for any submissiveness, which has been shown by any of the ministers, or any moral coercion having been attempted on the King by Captain Sladen, it would be as correct to say that whatever courtesy is shown by the Earl of Derby and Queen Victori, when they receive communication from a foreign Government, arises from have fear only. I am sure that none here will regret such insinuations, against the character of the King and the ministers, more than Captain Sladen himself whose personal intercourse with all officials in Mandalay has always been marked by the greatest civility.

An "Ibandozin" from this place named Moung Shoay Bin, who was formerly educated in Calcutta, had recently been sent to France to make purchases there for His Majesty. A delay having occurred before he could get his definite instructions, that young man could not arrive in Rangoon in time to leave before the bad season had set in. I represented the circumstances of the case to His Majesty who has kindly recalled him, and postponed the object of his journey till the fine weather of November or December has returned. This I mention to you here, so that people on your side may not be led to believe that that young man has been disgraced in Mandalay.

STEAM TRAVELLING BETWEEN THIS AND BOMBAY.

We extract the following from the *Sindian*:—

Sir,—In your issue of the 1st instant, you mentioned that there was a custom in this country, of packing natives in railway carriages and the steamers that ply between this port and Bombay "as close as herrings in a barrel." You made a mistake, Sir, you ought to have said: as close as fish roes—as packed by the people of the Levant; for a herring in a barrel *might* perhaps get on occasional wag of its tail, but in some instances that I have seen on board the Bombay and Kurrachee steamers it was impossible to move without endangering the limbs and bodies of fellow travellers. The officer commanding the steamer *Penany* appears to have addressed you, on your misstatement—*so called by him*. I do not myself think that you have made a misstatement in the matter: if you have, pray excuse me, it was, in not stating the whole truth.

Captain McCollum says that a steamer is licensed to carry a certain number of cabin and deck passengers. This statement no doubt is true; but I would like to ask: are the vessels of the B. I. S. N. Co., licensed to carry the proper number of passengers on their decks, together with cargo, horses, carriages, and crew's cooking galleys? Or are they only licensed to carry a certain number of passengers, with their decks clear of lumber? This is a question that should be settled at once. Some time ago a friend of mine came up in one of the steamers of this Company, and, he assured me that the decks were crammed with cargo—a horse and carriages—and that there was not room to move about. The vessel was so crowded with cargo, horses, passengers, luggage, and human beings, that it was impossible to move a foot or a hand without hurting a fellow being.

You are aware, Sir, that a certain class of Government servants are allowed a second-class passage when proceeding on duty by sea. Allow me to describe the second-class accommodation supplied by the B. I. S. N. Co. In nearly all the steamers there is a cabin under the top-gallant forecastle on one side of the door is the urinal for the use of the crew and native passengers; the cooking-house for the crew is in front of the cabin door, and the quarters of the crew are behind *the cabin bulkhead —a beautiful spot to have to live in for three days*, you must allow—especially if troubled with sickness. In some of the steamers even this accommodation is wanting, and a second-class passenger is allowed, *as a favour*, to remain on the main deck during the day and permitted to sleep on the poop, after 9 P. M., which he must leave for the deck at 6 A. M. The food supplied to second-class passengers is good; but how can any one, unless with the stomach of a pig, enjoy it, when he has to eat it, surrounded as he is with a number of unfortunate beings casting up their accounts for the delectation of "Neptune?"

I think the Master Attendant or Port Surgeon of Bombay are to blame in allowing a steamer to leave the harbour if the vessel is over-crowded. Let the managers of the Company adhere to their license, and carry their proper number of passengers; but for humanity's sake, do not let them fill up the space allotted to passengers with cargo, horses, &c.—Yours truly,

Elbow Room Required.

THE FATE OF THE MISSING EUROPEANS AT THE ANDAMAN ISLANDS.

(*From the Rangoon Times.*)

In pursuance of the resolution of Government to make inquiry, and if still alive, to recover, the Captain and seven men of the ship *Assam Valley*, who were cut off in the early part of last month by the natives of the little Andamanine steamer *Kwang Tung* was despatched from Port Blair to proceed along the coast for that purpose.

On the second trip of the steamer, the Commander was directed to touch at any place, which seemed to offer an opportunity for the prosecution of his inquiry concerning the missing Europeans, and if no natives were found, to deposit a small quantity of provisions and fruit, to show the people that the visitors who had come there were not enemies, but friends. In one or two or three spots on the coast, this arrangement was carried out. While prosecuting this duty, Her Majesty's Surveying ship *Sylvia*, from England, and which had touched at Trincomalie for supplies have in sight and entered the harbour at Port Blair. Not having heard of such a settlement, the officers in the Surveying vessel expressed their astonishment to finding a flourishing Colony on the Andamans, supposed to be wholly occupied by rude savages.

The *Sylvia* is bound to the Corea on a scientific expedition, having a full establishment of officers on board to prosecute different branches of inquiry in that distant and unknown portion of Asia. The Commander is also authorized to enter into treaty relations with the king of Corea, if such an arrangement can be effected. On the third trip of the *Kwang Tung* in search of the missing Europeans, the *Sylvia* had promised to render aid as far as it could in this object, but the vessels appear to have passed each other at night, and so the Surveying vessel proceeded on her voyage to the Straits.

Finally the screw steamer *Arracan*, under command of Captain Barrow, was appointed to the duty of making another effort to trace and recover, if possible, the missing men of the British ship. A party of some seventeen or eighteen men of H. M. 24th Regiment, in charge of Lieutenant W. T. Much, was directed to proceed in the steamer with a Serjeant's party of six or eight men of the European Marines stationed at Port Blair. This party was accompanied by a medical officer, Dr. Campbell Douglas of the 24th.

Both the troops and the marines, of which Lieutenant Much had command, were instructed to effect a landing at an indicated spot if possible, and ascertain the fate of the commander and men of the *Assam Valley*. Accordingly the *Arracan*, proceeded to the place where a sailor's hat and part of his dress were seen on the rocks, when the whole party landed with some difficulty, owing to the violent nature of the surf. As they stepped on shore, they were met by a volley of arrows. The greatest forbearance was inculcated on our men. They were not to fire except in self defence, and until all hope of a peaceful negotiation with the natives was at an end.

Notwithstanding this friendly intention, and the forbearance of the Europeans, the arrows from the bows in the hands of the savages kept flying thickly among our soldiers and some got wounded. The men were then told to defend themselves with their arms, when some of the more active and prominent of the Andamanese were knocked over. The natives then got into pits in the sand, and hid behind trees, while our people commenced a search for the missing ones. Soon a long line of graves was found. The bodies were buried in a curved line, the head of one man touching the feet of another, and the face of each person was just visible on the surface of the ground. There were eight bodies thus found, and no doubt they were the eight unfortunate men belonging to the *Assam Valley*.

The mystery was now revealed, and the object of the search attained. The bodies of the eight murdered Europeans when thus discovered, and, for the purpose of proving personal identity, some portions of the dress were to be brought away. Of course the sight of the faces of the dead bodies naturally roused the indignant anger of the troops. Wherever any of the savages were seen, a rifle bullet went in among them. But no attempt was made to chase or pursue them. Some twenty or thirty of the savages were killed and wounded.

The next scene in this exciting drama was the most thrilling. Our party had successfully vanquished one enemy, but there was an other before them, which was not so easily controlled. That was the surf, and the question was how to get the party back to the steamer. One of the boats had got smashed to pieces in landing, and another was crippled by the loss of its rudder. As the men's ammunition was running out, and as knowing how numerous the hostile savages might be on the island, it was clear that they could not remain there at night without food and without covering.

Dr. Douglas who appears to have been one of the leading spirits of the party, proposed that they should go to work and make a raft. The proposition was at once adopted, and all hands went to work on the raft. Of course, it was as strong as could be made under the circumstances.

But to move such a raft, through such a surf, was evidently no child's play. The boats with ropes endeavoured to pull the raft ahead, but no sooner a wave came than every body on it, was washed off it. Those who were good swimmers, and had strength and courage, got back to the raft in a few seconds, but there were some who were either poor swimmers, or could not swim at all, and for these persons the risk was awful.

While in this critical and very dangerous predicament, Dr. Campbell Douglas showed all the qualities of a real hero. Being an excellent swimmer, and possessing great boldness and courage, he swam after the drowning men. Twice was Lieutenant Much, the commander of the party, washed off the raft, and while struggling in the rolling waves, Dr. Douglas flew to his rescue, and brought him back safe to the raft. Similarly Mr. Dunn, the Chief Officer of the *Arracan*, was sinking, confused and overcome by the surging waves. Here again Dr. Douglas played the part of the hero, and saved the drowning man. There were others thus rescued by the brave Doctor, but his efforts save poor Lieutenant Glassfurd, of the Goorkha Regiment were unsuccessful. Dr. Douglas, having struck his head against the rocks in diving after one and another of those he saved, found himself confused and bruised, and his strength giving out, he could not follow Mr. Glassfurd, who was carried some sixty or seventy yards away, and the consequence was he was drowned. As night was rapidly approaching, the whole party had to make the most herculean efforts to save themselves from the risks and dangers which now beset them on every hand. All acted their parts nobly. But the hero of the day has fairly won, by his courage, his cool daring, and by his personal exertions, at the risk of losing his own life, the distinguished honour of the "Victoria Cross," or if not this one, then the distinction of the *Albert Medal*, founded expressly to reward those who by their efforts save life at sea.

The public will watch with deep interest the course which may be pursued towards Dr. Douglas, and if any little feeling of jealousy is allowed to keep from him his well merited reward it will call forth an expression of indignant disgust. In the hour of peril and danger it is every man's duty to save his own life, but in addition to that, if any one by his strength, his tact, his coolness, and his courage, saves others from death, it is a case in which some mark of approbation should be conferred.

Captain McCollum says that a steamer is The Royal Humane Society of England, when the circumstances of this remarkable case are brought to their notice, will be sure to reward the brave and gallant Dr. Douglas with their gold medal for the year 1867. While the friends of Lieutenant Glassford will lament his untimely end, there are many who will rejoice at the number saved, in the severe struggle for life which ensued, on the part quitting the savage island, and returning, amidst such great difficulties and dangers, to the steamer which lay at anchor about two miles distant from the coast.

TRAVEL IN THE UNITED STATES.

(*From the Atlantic Monthly.*)

No people travel more than the Americans, whether inside of their own country or outside of it. Locomotion belongs naturally to the restless, shifting phases of the national temperament. Migration at home has become so general a habit, that cases of strong local attachment are almost exceptional; while to have visited Europe is one of the understood requirements of our conventional gentility. It is accepted as implying a higher degree of culture, and no doubt does remove certain families somewhat farther from their antecedent history. Even our farmers are beginning to have their little after-harvest trips to the sea-shore, the Hudson, Niagara, or the West. The old men, whose boast it was that their lives had been spent within a radius of twenty or thirty miles, are going unhonoured into their graves.

This habit of travel will certainly increase, as our means of communication penetrate farther and touch more attractive regions. It is already so fixed, however,—so much of a physical necessity,—that we might expect to find a certain correspondence between its demands and the facilities furnished for its gratification. The latter, in fact, are among the most obvious indices of a people's civilization. Given their homes, hotels, and methods of locomotion, and you may infer their degree of education and the character of their political system. The muleteer of Spain belongs as naturally to a superannuated church and a decayed dynasty, as the Prussian railway to the order and precision of a military power, or the American hotel to a gregarious people recklessly bent on keeping up appearances.

Admitting the want, let us consider how it is supplied. Any material feature of the national life can best be examined by contrasting it with the same thing in other countries; yet we need but ourselves obliged to go back of the external facts at the start, and to compare qualities which are to a great extent the result of political causes. In the first place, there is this broad distinction between our national government and that of every prominent European power: the former stands as far as possible aloof from any interference with the private and personal interests of the citizen; while the latter decends to inspect and regulate his education, his labour, his travel, and even his amusement. In Europe, the practical part of life is reduced to a system which has the exactness and something of the monotony of a machine; in the United States, there is the mere skeleton, or rudimentary outline, of a system, barely sufficient, in some respects, to be distinguished from no system at all. Our public life is regulated rather by the natural cohesive power of material interests, than by the ordering hand of government.

The prominent faults which we find adhering to the two systems, and inherent in them, are these: in Europe, the government, in its anxiety to regulate all the movements of life, and protect its subjects from imposition, speculation, and the fluctuations of labour and trade, surrounds the individual with so many restrictions that his activity is more or less circumscribed, and his development hampered; while here, the government is so anxious to leave the individual entirely free, that in many respects it does not furnish him with adequate protection. Personal independence, on the one hand, and a slowly matured and carefully guarded order, which makes easy much of the practical business of life, are the corresponding benefits.

The ear of the public has been so stuffed with compliments to American enterprise, American self-reliance, and American practical talent that the public has not yet discovered how incomplete and fragmentary is the practical side of our character. We are swift in all things, but thorough in very few. We are practical, it is true, up to the demands of our most pressing necessities, but beyond that point chaos begins. There is something sublime in the courage with which we confront great physical obstacles, and that astounding faith in the future which abolishing the pioneer, plants fullblown civilization, with all the modern improvements, in the very heart of the wilderness. So long as we are content to behold general results, we are dazzled, and this is

position; and the only thing fixed and certain about the affair is the sum we have to pay annually. Under ordinary circumstances, such as the present, any attempt to diminish the obligation by putting the State in the position of its creditors involves additional cost, and we have to give the creditor a premium on the Debt for the leave to purchase it. Supposing ordinary circumstances to continue—that is, supposing ourselves to continue our present course of peace and progress,—then the spontaneous growth of the national wealth and public revenue, conspiring with the gradual decrease of taxation, will virtually reduce the burden of the Debt by making the annual payment continually easier, and actually less in comparison with our resources. We certainly could now pay a hundred millions a year more easily than we could have paid a quarter of the sum at the beginning of the century, and the inference is that, in one way or another, the Debt has been virtually reduced to a quarter of what it was then.

On the supposition of peace and progress, as every year increases the means of paying the Debt, leaving the Debt the same, there are the most solid reasons for leaving the Debt to the operation of time. Very few men in trade, or even of landed property, would buy exemption from the payment of 100*l.* a year if they had a much better use for the requisite sum of money in the general management of their business or their estates, and the probability of doubling or trebling their incomes. This is Mr. Laing's case, and he boldly justifies it by the authority of Lord Sydenham, who said that money might do more good by "fructifying in the pockets of the taxpayer" than by being taken out of it to pay the Debt. Nothing could be sounder than the political economy of the sentiment, but the science was not then in fashion, and, though the nation was not doing much to reduce its Debt, it had high views as to the duty. Sir Robert Peel may be considered to have left a still more emphatic testimony to the principle of "fructification," for he actually proved the possibility of paying off the Debt within a century by means of an income-tax, and did levy an income-tax sufficient for the purpose. To that purpose, however, he did not apply it, holding it to be far more important to diminish the burdens on industry and trade. The result has most abundantly justified the wisdom of choice, and perhaps it is to Sir Robert Peel that this generation chiefly owes its exemption from the curious financial controversies of a former age. Forty years ago rising politicians, literary merchants, University men, and, above all, the clergy, revelling in wealth they could never see and savings they could never accomplish, wrote bulky pamphlets which the Duke of Wellington could never understand, and Lord Eldon set down as symptoms of lunacy. The nation, it was assured, must pay its Debt, and could never be itself again till this was done. As the duty was peremptory, and the penalty of its neglect certain and tremendous, there must be a way to it, and the necessity of the case justified the greatest stretch of human invention. Every theorist had his Sinking Fund, and there was not a man of any thought or common patriotism who was not daily computing scales of Terminable Annuities which were to reduce this infinite Debt to the laws of time, say to it, "Thus far shalt thou come and no further," and name its final day and hour. They who could never keep down their own debt saw their way clearly to the extinction of the Public Debt. The incubus has passed away, and we have to thank our Free-trade statesmen for the deliverance. We have accepted the position of tenants paying a fixed rent and having a good long lease. An intelligent and successful farmer knows well that he can do a good deal better with his money than by buying out his landlord, even if the latter is willing; and we are now aware that we can obtain better interest for our money than by attempting to buy out the public creditor.

But what if war, or some unknown disaster, should arrest our progress? A day may come which will double our expenses and greatly diminish our resources, and when we shall be obliged to borrow largely on bad terms. This is the contingency that interferes with the laws of political economy, and which it cannot meet. Mr. Laing, indeed, observes, truly enough, that if by the operation of the Bill in Parliament we bind ourselves to discharge in a short term of years an obligation otherwise perpetual, and if such an event as the Crimean War should recur, we shall find the temporary much more costly than the perpetual obligation. We shall, in fact, find that we have created for ourselves an extraordinary pressure over and above that which ill-fortune brings to us. But this contingency tells much more against leaving the Debt to the spontaneous liquidation of peace, prosperity, and time. Wise as we all are, and resolved as we all are not to go to war for a trifle, we know that we are not the masters of our destiny in this respect. There is no security we know of against even such a war as that the century opened with, or such a war as that lately waged by our brethern across the seas. An existing obligation to pay twenty-six millions a year annually is, indeed, a formidable weight to begin such a war with. On the other hand, its tendency is to bind us to peace. Had the Americans been under an equal burden ten years ago, it might possibly have furnished the casting vote in favour of an amicable settlement of their quarrels. As it was, they were conscious of unbounded and inexhaustible wealth and strength, and had not yet received the universal warning that we read in our wars and see in our finances. Our Debt makes us more amenable to counsels of reason and moderation. Were we to find it not paid—for that will not be in our time, nor even much diminished—but well on the way to that happy consummation, we might soon find ourselves as touchy, as proud, as self-reliant, and unaccommodating as our Transatlantic relations.

THE PROGRESS OF REFORM.

(From the Saturday Review.)

Furious politicians pronounce that Mr. Disraeli has been offering Parliament, in his Reform Bill, a mere impostore. The compound householder is injured, deluded, and deceived; and the wrongs of the compound householder are the greatest that man, in his political capacity, has ever had to endure. That the compound householder who has already paid his rates should be called on to take the futile trouble of paying them again and recouping himself, is said to be nothing less than a gigantic fraud. But, at any rate, it must be owned that with this one fraud Mr. Disraeli is content. Having carried this one point, he is singularly indifferent to every other. So many things once thought essential to Conservatism are flung away, and they are flung away so easily, that it almost escapes notice how many and how important they are. Of the numerous checks that have been invented to limit the suffrage, this alone is retained. The past week has been fruitful in the examples of the ease with which all other checks are abandoned. Mr. Denman proposed that it should be stated to be enough that the compound householder had caused his rate to be paid. To this the Government replied that it was totally unnecessary to express this, because the Bill was so drawn that the landlord might act as the tenant's agent, and pay his rates. If the landlord will but take a receipt in the tenant's name, and not in his own, the law will be satisfied. This is no very great thing, now that the tenant is to pay the full rate, but at least a member of the Opposition wished it so to be, thinking, we persume, that some good would come of it to the injured compound householder. And in the remark he made on redistribution, when bringing in the Scotch Bill, Mr. Disraeli talked in exactly the same spirit. His language is not at all that of a man who is seeking by new contrivances to fetter the power of his enemies. At the beginning of the Session we used to hear of nothing but schemes for giving the minority a fair share of the representation. Wealth and rank, and all that is dear to Conservatism, were to get an advantage by new arrangements of the voting power, and especially by the addition of a third member to constituencies. This device has been considered by the Cabinet and rejected. It is pronounced by Mr. Disraeli to be faulty in principle. It is not with the mop of Mr. Buxton and his friends that Mr. Disraeli hopes to stem the force of the Atlantic. His whole views about redistribution seem to have changed. He acknowledges that redistribution must before long be carried much further than he now proposes to carry it, and he looks on the smaller boroughs, not as a sacred possession of landowners, not as special homes of men great in trade, in professions, and in colonial knowledge, but as an easy means whereby new constituencies may hereafter have justice. He also, in discussing the Scotch Bill, expressly repudiated the notion that he wished to make the landowners supreme in the counties by taking the country towns out of the county constituencies. He holds it now to be a grave accusation that he should be said to be endeavouring to do that which he used to say landowners had a clear right to get done. This is a most remarkable feature in the history of the Session. Every limitation on an extended franchise has been abandoned, except that one limitation which advanced Reformers think so detestable. One of them, speaking at St. Jame's Hall on Wednesday night, said that the Reform Bill was like a precious tulip-bulb which one lady was obliged to give another, but which she took care to boil beforehand, lest it should grow and bloom. We do not think the comparison quite just. The Reform Bill is like a tulip-bulb which has been sent to a friend wrapped in one little scrubby bit of brown paper. The friend knows perfectly well that the little bit of brown paper must be taken off before the bulb will grow, but then it is so very little trouble taking off a bit of brown paper.

On Monday night, after a very short debate, and with no serious opposition from any side, a vote was given to the lodger who pays 10*l.* a year for his lodging, and has resided in the same lodging for a year. It was impossible to pretend that he discharged a public duty in return for acquiring a public privilege. The lodger pays no one but his landlord. The lodger who votes is simply marked off from lodgers who do not vote by the fact that he pays four shillings a week, and they pay less. That this is against the principle of the Bill was an obvious taunt, but Mr. Disraeli immediately disposed of it by saying that the principle of the Bill was not personal ratepaying. He was quite right, but that he should openly state this shows how fast the tide of events had carried him and his hearers since the beginning of the Session. There is no longer any pretence of a principle in making the compound householder pay his own rates. It is acknowledged to be merely a check, an impediment artificially thrown in the way of householders for the moment, so that the establishment of unimpeded household suffrage may be remitted to another Parliament. Great injustice is done to the Government by Liberals who fix their attention on this one poor rag of limitation that is left. They ought to take into consideration that no other limitation has been preserved, or attempted to be preserved; and if democracy in England is an evil, and if it is really possible, then democracy, with all its evils, has been established by the Conservative party. The old order of things so familiar to Englishmen, the subject of so much praise and so much criticism, has passed away for ever. The checks and balances that were supposed to be preserved so carefully in the English Constitution have been taken away. The theory of Parliamentary government has faded into obscurity. The old theory was that there was a party attached to the old ways and the old traditions which kept a watch upon and exercised a control over the party that longed for new things and was eager for change. The House of Lords existed to make reckless change impossible or very difficult, to wield a suspensive power, to put a most serious obstacle in the path of popular caprice or enthusiasm. At the critical moment this theory has been tried and found wanting. The Conservative party introduce a change far wider, far more radical, and far more democratic than any proposed by their opponents. There is no opposition to check them; there is no reaction of the Conservative party against its leaders, or of Conservative constituencies against their members; no voice of remonstrance or dissent is heard, and everything goes on as smoothly towards a vast alteration in our system as if we were under a despotism, and not in a land of free debate and of great Tory landowners. The House of Lords is practically extinguished. No one thinks of it or cares for its opinions or decisions, because the Bill is the Bill of Lord Derby, and the Upper House is supposed to be ready to do exactly what Lord Derby wishes. The democratical effect of the mode in which the Reform Bill is passed will probably be even greater than that of the Bill itself. It would, however, be unjust to blame the Conservative party for this. It is but the instrument that works out a result which seems to it inevitable. The life and heart is gone out of Conservatism. Its party has no principle to assert; its own peculiar stronghold, the House of Lords, has become as if non-existent; it laughs and makes merry when it is told, and clearly sees, that it is outbidding its old enemies in the appeal to the favour of the multitude. It has got, like Samson, to pull down the pillars of the old Constitution, and it does not see why, unlike Samson, it should not pull them down in a cheery and affable manner.

In a time of such excitement it is not a matter of wonder that violent passions should be aroused and violent language used. The extraordinary scene between Mr. Harvey Lewis and Mr. Layard on Thursday night shows what is going on in what may be called the kitchen of political life. Whether Marylebone likes that sort of man for member is the affair of Marylebone. But in the parlour sphere of politics there is also much language used that has no justification. The denunciations so unsparingly uttered by Mr. Bright and Mr. Gladstone against all who differ from them are conceived in a spirit of intolerance that ought to be alien to the leaders of a party that calls itself Liberal. There is no getting at what they want. Mr. Gladstone says that he has finally abandoned his scheme of a fixed line. This is all very well, but he had not abandoned it when those whom he censures for not voting with him last week showed themselves to be what Mr. Layard, in his amiable way, calls "traitors." And now that Mr. Gladstone has given up his hard, fixed line, what does he want? What is the flag that true men are to rally round? What is the alternative plan he has to propose that strong Liberals and ardent Reformers are to prefer to the Government plan? He will not say. He reserves to himself full liberty to strike out a plan some day. This is no comfort or guide to any one; and he must know perfectly well that there is now only one alteration in the plan of the Government possible, the abolition of the personal payment of rates, and the present House of Commons has decided that it will permit this only as a temporary check on household suffrage to exist. Mr. Bright says that he does not believe that the English boroughs and the Scotch boroughs not affected by the Small Tenements Act will leave their unhappy neighbours in the lurch. If so, why refuse to leave it to them and to the compound householders, who have but to make a single effort, to get rid of this tiny restriction on the suffrage hereafter? But if Mr. Gladstone falls into mistakes, so does Mr. Disraeli. As Mr. Bright humorously and happily said, he has had too much corn. He is not used to success, and to carry the House with him, and to see Mr. Gladstone in a minority. His extra corn makes him kick and splash about in an indecorous way. What Mr. Gladstone said in reply to Mr. Disraeli's severe attack on him for giving a meeting to the friends of Mr. T. Potter was very true. It is not for a Minister of the Crown to talk wildly and use expressions at random. In a humbler sphere, Mr. Layard may call Mr. Lewis a traitor, and Mr. Lewis may answer in that plain Saxon-English of which he seems proud; but a Minister should not bandy such words as "incendiaries" and "sedition," as if they meant nothing, and were mere terms of genteel party abuse. May we not ask both sides to rule their tongues for the rest of the Session, now that the real contest about the Bill is over? If our present system of Parliamentary Government is to die, let it at least die decently, and let clamour and bitterness be hushed as it falls.

OFFICERS AND JOURNALISTS.

(From the Spectator.)

The better Officers of the Army, the men who besides being officers are educated gentlemen, competent to write pamphlets or be Members of Parliament, have a curious grievance of their own. They say they never can get a hearing from the public. For some reason, to them unknown, the British journalist, they say, dislikes them, or rather has a prejudice against the cast to which, for reasons, known only to himself, he conceives them to belong. An officer's appeal is always answered with sneers, an officer's argument with ridicule, an officer's statement with a kind of affectedly courteous disbelief more galling than flat denial. The literary class, they say, sets up an ideal of its own, the model officer, a being whose occupation is dress and his amusement seduction, who knows nothing of his trade except how to risk his life, and considers his men persons to be kept in their places by punishment, abuse, and social pressure. All officers are treated as if they came out of a mould, and that mould a bad one, as if, unlike the members of any other profession, they were all alike, and all men upon whom argument and thought and fact were alike wasted. No journalist, it is said, for example, will recognize that an officer may understand the political condition of his own country, may sympathize with it, may admire it, and see in it an instrument of victory even in the field. The possible existence of a truly liberal Colonel is implicitly denied. He is treated as one of a separate caste, as a man who must, if he let himself lose, be at once an absolutist and a fool, or, to put it in the mildest way, a man with ideas radically different from those of most of his countrymen. So deeply is this injustice felt, that military men of ability, unlike naval officers of ability, think it wiser not to touch pen and ink at all, to sit down as quietly as they can under unmerited censure, and rest content that, as they are indispensable, their merits will in time of action be acknowledged. They are not a caste, but as the public will not acknowledge that, they had better fall back upon the service, and so gradually become one.

Much of this complaint is undoniably just. Nothing can be more ridiculous or more injurious to the Army, than the determined way in which the Radical journalists for years persisted in ignoring the differences which exist among officers, in considering the opinions of each one as representing those of his caste, or coloured by those of his caste, till they were indistinguishable. Officers of the Army differ among themselves nearly or quite as much as the members of any other profession, differ in politics, in social views, in their judgments on professional etiquette, necessities, and discipline. There are as many men of high cultivation among them as there are at the Bar, as many Liberals, as many utterly independent or even crotchety judgments. The strongest Red we ever knew was an officer of high rank, the wildest dreamer a Major of twenty years' service, the most active, devoted, and money-giving philanthropist a General who has lived his life in camps. So far from being absolutists, officers of experience are apt to have a perfect horror of coercion and bloodshed, to have the feeling which the Duke himself expressed so strongly, that nothing, not even a great principle involving men's souls, could be worth a week of civil war. So far from delighting in war, except as all men must delight in the exercise of their special function, they are notoriously more peaceful than civilians, better aware of the horrors war involves, less inclined to expose quiet districts to miseries which they alone can rightly estimate. So far from being all uncultivated, the better kind of officer, and he is very common, is usually among the most accomplished of his class, understands many countries, is familiar with many literatures, has more than a tincture of science, knows history with an accuracy few literary men rival, and has a singularly varied acquaintance with life and manners. A British officer of twenty years' standing has often lived in half-a-dozen countries and studied them all, knows their languages, is familiar with their different grades, has an exceptionally minute knowledge of geography, and frequently adds, in the Artillery and Engineers almost always adds, an intimate acquaintance with two sciences. To group officers altogether as journalists did once, far more than they do now, is simply absurd, but it is not altogether journalists' fault. The profession as a profession, and apart from individual character, has some most annoying and apparently incurable faults, faults which of all others strike the literary class. Military men are of all professions in one respect the most narrowly professional. They never will believe that a civilian can know anything about an army. Three-fifths at least of the greater military questions are political rather than professional, but they will summarily declare the ablest politician a fool if he does not know some unimportant or trivial detail. The question of flogging, for instance, is *not* a professional one in any but the most unimportant degree, yet if a civilian who happens to be intimately acquainted with village opinion says flogging stops recruiting, he is summarily snubbed, because some serjeant-major, probably a sharp Londoner, or some old officer, possibly a goose, happens to think otherwise. The civilian may be a man who has lived among armies all his life, who has been for twenty years the recognized exponent of every grievance and plan for reform in a great army, may have a knowledge of the organization of many armies which is almost scientific, but if he speaks by accident of a "troop" of infantry military men set him down as an ignoramus. He may be a thorough mountaineer or deer-stalker, but that must not have an opinion on the "pack." He may be an administrator by instinct and training, but he must not form a judgment on transport, or commissariat, or the most efficient form for the regimental hierarchy. He might as well write of the Navy without knowing the name of an important rope. Every baby midshipman would snigger, though the blunderer might be a man who, like Colbert, had organized navies without ever living on board a ship. The second mistake is the one to which we recently alluded, the permanent belief of all officers that all civilians either want to cripple the Army, or are insensible to the necessity of strict discipline,—discipline to be supported, if needful, even by bloodshed. This idea seems absolutely irremovable, incurable even by the patent facts that every discipline now existing has been created, is now unquestioned, and has always been supported by civilians; that the British Army, with its rigorous caste *regime*, and, as we think, brutal scheme of puniehment, and antiquated system of promotion, is maintained absolutely and entirely by civilian votes, renewed from year to year. And then military officers, of all men, use in public discussion the most violent and truculent language It is so in the House, in the Press, in correspondence. A notion that they are writing for and to enemies seems to pervade them as it pervades certain sections of the clergy, till they try to obtain a fair hearing by that vehemence of expression which is perhaps the one literary idiosyncrasy to which the literary class is unjust. Nothing can make a regularly experienced journalist believe that a man who expresses himself violently has a good case, that unrestrained writing is a mark of anything except ignorance and temper. The clergy lose half their influence in the Press by not attending to that rule, by saying indefinite more than they mean, and so do officers of the Army. We published the other day an extremely sensible and well written letter from an officer on the Liberal view of Army discipline. The cultivated gentleman in uniform who wrote it was probably as cool as the journalists he commented on, yet half the sound argument of his letter is spoilt by a professional air of irritation. He probably would not deny for one instant the right of writers in the *Star* to hold any view of discipline they pleased, but he could not expose their fallacies without an air of wanting to damn them heartily as slovenly soldiers. The discipline of an army is no more a sacred question than the claim of a priesthood, or like organization of a factory, or the best method of securing swift justice between landlord and tenant. It is a political question, to be argued out with due deference for the special knowledge of those who have worked the system, but without any deference for their abstract theories, which may or may not be wiser than the journalists.

And finally, all journalist have one grievance against British officers, which is radical, and which does, no doubt, make them often apparently unfair. It is the one to which our correspondent, "A Liberal Officer," alludes, and which he unconsciously justifies. The great majority of officers will have it that Liberal journalists take the part of the men against the officers. Why they should think so is almost unintelligible, the direct interest of every journal being exactly the other way. We may have, for aught we know, hundreds or thousands of subscribers among officers, we certainly have not, and never could have had, fifty among men. Yet even "A Liberal Officer" in his heart clearly accuses us of unfair bias, and misrepresents us accordingly. For an officer to consort with private soldiers is by law a military offence, and one, we may add, very frequently punished out of England, and we complained of the law as forbidding the entrance of good men into the ranks. He replies that he plays cricket and gets up theatricals with his company. Very likely and very proper, but *dare* he, under the existing law, play billiards with them in the Strand? He knows perfectly well he dares not, and pleads difference of grade as the apology. We admit it to the full. The officer who as the system now exists, played billiards habitually with his men would, unless a man of singular crotchets, probably be no officer, and certainly no gentleman. He would be a man at best with an exceptional liking for low company. But then a liking for low company is in no other profession punishable by law, and while such a law exists there can be no free promotion from the ranks, which was all we said. John Smith, serjeant and plebeian to-day, is not an aristocrat to-morrow because he has received a commission. Our whole argument was in favour of a system which would attract men into the ranks so good that they could become officers without social difficulty, and be associated with by officers without social stigma. Conscription would produce that state of things at once, and how long would that law survive a conscription? We want a state of affairs in which one brother can be an officer and another a private, and neither care any more than if one were a Colonel and the other an Ensign, and we are accused of misrepresenting the officers. The truth is, journalists are compelled to state the case of the men a little too strongly, because they are treated so much as a separate caste. They are "the Army" for political purposes, they are the people who win or less battles; but when an officer says "the Army will like or dislike that, he means the officers alone. We recognize to the full the kindliness which one class, at all events, of officers habitually display to their men, just as we recognize to the full the kindliness with which squires habitually treat labourers, but we want for private soldiers, as for labourers, something more,—free careers, social respect, the possibility of being officers themselves. In pleading that cause, it is likely enough we may seem to officers to be hostile to them, but the impression is created only by deficiencies of expression. What we want, and as we believe the whole journalist class want too, is to raise the men, not to lower the officers; to make it honourable to be a "soldier" as well as to be an officer; to realize in a degree Sir Charles Napier's splendid paradox, "every soldier is of necessity a gentleman." With the present system, which actually legalizes as well as admits social inequalities, till our correspondent could, as we said, be cashiered for habitually dining with his brother if his brother were a private, no such change is possible, and it is for this, among other reasons, that the system will sooner or later, and, as we imagine, probably very soon, break down. We no more want every private to be his officer's equal than we want every artizan to be his master's equal, or every labourer to be the equal of the squire. There is no equality, and never will be, in society or service, any more than in nature, and if there were, it would be mischievous. All we ask, or the wildest Liberal asks, is that there should be no legal barrier, that everybody should be absolutely free to raise himself to equality if it is in him, that in this particular case it should not be made by law a dishonourable thing to be a soldier, and for that we are accused of calumniating, by habitual depreciation of tone, the whole military class!

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.—*Incorporated by National Decrees of 7th and 8th March 1848 and by Imperial Decree of 30th July 1854.* Recognised by Act No. VIII. of 1864, of the Legislative Council of India. PAID-UP CAPITAL—Francs 40,000,000 (£1,600,000). RESERVE FUND—Francs 10,000,000 (£400,000.)

Head Office—16, *Rue Bergere Paris.* Agencies at Bombay, Calcutta Hongkong, Shanghai, Bourbon (Reunion), and Saigon; *London Bankers.*

UNION BANK OF LONDON; GENERAL CREDIT AND FINANCE Co OF LONDON, (Limited); and MESSRS. C. J. HAMBRO AND SON.

BOMBAY AGENCY.

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This Agency grants Drafts and Letters of Credit and purchases collects Bills.

On London.
" France and the Continent of Europe.
" Egypt.
" Calcutta.
" Madras and Pondicherry.
" Hongkong, Shanghae, and Cochin-China
" Bourbon (Reunion) and Mauritius.
" Sydney and Melbourne.
" Singapore and Java.

At current rates.

CURRENT ACCOUNTS.

These will be made up to the 30th June and 31st of December in each year, and if the balance shall not any time during the half year have been below Rs. 1,000, Interest at the rate of 2 per cent. per annum will be allowed on the minimum monthly balances. No interest will be allowed above one lac.

FIXED DEPOSITS.

12 months' notice	5	per cent. per annum.
6 ditto	4	do
12 ditto	5	do.

DISCOUNTS, LOANS, &c.

The Agency discounts approved Local Bills, grants Loans on government Paper, Bullion, Bank Stock, and approved Shares and other Securities.

Any further information as to rates of business &c. may be had at the Office, or on application by letter to the undersigned, to whom all remittances should be made payable.

Bombay, 15th February 1867. OTTO MULLER, Manager.

ORIENTAL BANK CORPORATION.—INCORPORATED BY ROYAL CHARTER.

The current rates of Exchange are:—

On London at 4 months' sight		1s 11¼d.	per Rupee.
"	3 do.	1s. 11¼d.	do.
"	2 do.	1s. 11d.	do.
"	1 do.	1s. 10¾d.	do.
"	demand	1s. 10¾d.	do.
On Scotland	do.	1s. 10¾d.	do.
On Ireland	do.		
On Paris	do.	1s 10¼d.	do.
Circular Notes payable throughout Europe.		1s. 10¾d.	do.

No Drafts at four months' sight are granted for sums under £50 Sums under £20 are only drawn for on demand.

All Treasury Drafts, Hoondees and other orders for realization to be endorsed "Pay the Oriental Bank Corporation, or order."

Any information as to rules of business may be had on application at the Office or by letter to the Agent.

KURRACHEE SUB-AGENCY.

An Agency of the Corporation has been opened at Kurrachee, where Deposits are received on the same terms as at Bombay. The Agent also buys Bills on England and elsewhere, and grants Drafts on the Head Office and Branches of the Corporation.

Bombay, 23rd May 1867.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGES.

The Bank grants Drafts on London, Scotland, and Ireland, Circular Notes negotiable in Egypt, Syria and the principal Towns of Europe at the following current rates of Exchange:—

On London, at 4 ms' sight above	240	1s. 11⅞d.	per Rupee.
"	3	1s. 11¾d.	"
"	2	1s. 11d.	"
"	1	1s. 10¾d.	"
On demand		1s. 10¾d.	"
On Scotland	do.		
On Ireland	do.		

Circular Notes for the use of Travellers 1s. 10¾d. on the Continent and to Europe Overland at 1 day's sight.

The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Shanghai, Singapore, Penang, Mauritius and Yokohama.

The Bank also draws on the Branches of the Bank of New South Wales.

INTEREST.

On Deposit accounts payable on demand will be credited half yearly on 30th June and 31st December, at the rate of two per cent. per annum on the minimum monthly balances should same not have fallen during the half year below Rs. 1,000. Where balances have fallen below Rs. 1,000 no interest will be allowed.

On FIXED DEPOSITS.

12 months..	 6	per cent.
6 do. ..	 5	"
3 do. ..	 4	"

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes interests and Dividends thereon on the following terms:—

If to be remitted in Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of a ¼ per cent. On returning Government Paper or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remited on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities ¼ per cent.

All Letters should be addressed and Hoondees made payable to the Agent, Chartered Mercantile Bank.

Bombay, 22nd May 1867.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HEAD OFFICE—20, HATTON COURT FIREADNEEDLE STREET, LONDON.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL—£300,000.

Branches and Agencies.—Bombay, Kurrachee, Calcutta, Rangoon, Singapore, Batavia, Hongkong, Shanghai, and Hankow.

BOMBAY AGENCY.

EXCHANGE.

The Bank's Agency in Bombay grants Bills of Exchange on the CITY BANK, London, at the following rates, viz.:—

4 months' sight (on City Bank) at		1s. 11⅛d.	per Rupee.
3	do.	at 1s. 11¼d.	"
2	do.	at 1s. 11⅜d.	"
1	do.	at 1s. 10¾d.	"
On Demand (Head Office)		at 1s. 10¾d.	"

INTEREST.

On Deposits repayable on demand will be Credited half yearly (on 30th June and 31st December) at the rate of 2 per cent. on minimum monthly Balances up to one lac of Rupees in the case of all accounts the balances of which have not during the six months fallen below Rs. 1,000, when such have been the case no interest will be allowed, and on fixed deposits as follow:—

Repayable in one sum, at 3 months' notice, 3 per cent.
Do. 6 do. 4 do.
Do. 12 do. 6 do.

No interest allowed on Current Account Balances per Rs. 1,000 nor on Deposits above Rs 50,000, unless by special arrangement.

REMITTANCES.

The Bank's Agency realises Drafts or Hoondies on the Presidency for remittance to Europe in the Bank's Bills on London without charge.

All Drafts or Hoondies forwarded for realisation, to be made payable to the "Chartered Bank of India, Australia, and China, or order." When a remittance is to be made to a lady, her Christian name must be given.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock, and other Securities, ¼ per cent.

The Bank receives Government and other Securities for safe custody free of charge. Interest or Dividends thereon being credite to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ¼ per cent. commission charged if the amounts be paid in India; if remitted home by the Bank, an Exchange.

On delivering up Securities deposited for safe custody, ¼ per cent.

Office hours 10 A.M. to 4 P.M: Saturdays 10 A.M. to 1 P.M.

Bombay, 22nd May 1867. JAMES DOUGLAS, Agent.

NATIONAL BANK OF INDIA (LIMITED).

SUBSCRIBED CAPITAL .....Rs. 99,89,400 (£998,940).
PAID-UP CAPITAL .....Rs. 46,29,700 (£462,970).
RESERVE FUND .....Rs. 2,00,000 (£ 22,000).

Head Office—Calcutta.
Branches and Agencies.
Bombay, Madras, and London.

BOARD OF DIRECTORS.

GEORGE MELLER BLACKER, Esq., Merchant.
FERDINAND SCHILLER, Esq., of Messrs. Bofraudie, Schiller & Co.
SAMUEL ADDAMS, Esq., of Messrs. Cooper & Co.
C. F. CRESSWELL, Esq., of Messrs. Cresswell & Co.
MANOCKJEE RUSTOMJEE, Esq., Merchant.
HUGH DONNISTHORPE LOW, of Messrs. Pranklisson, Law & Co.
BABOO NEERSALLAH SEAL, Zemindar.

LONDON BOARD.

W. S. FITZWILLIAM, Esq., late Master of the Supreme Legislative Council of India, Director of the Land Mortgage Bank of India.)
S. W. WINGROVE, Esq., (late of Calcutta, Chairman of Union Bank of Ireland.)

London Bankers.
The Bank of England
and
National Provincial Bank of England.
Office in London.....No. 80, King William Street.

BOMBAY AGENCY.

EXCHANGE.

The Bank grants Drafts on London, Calcutta, and Madras at the current rates of Exchange. It also negotiates and collects Bills payable in those places. Instructions respecting Bonds, Annuities are carefully attended to, and with regard to Shares and the necessary particulars are furnished, the Bank will forward First Copy of the Bill direct to the parties in England.

CURRENT DEPOSIT ACCOUNTS.

The Bank opens Current Deposit Accounts and allows Interest at the rate of 2 per cent. per annum on customers' daily balances (*viz.* Rs. 500 up to Rs. 50,000).

FIXED DEPOSITS.

The Bank receives on Money on Fixed Deposits, and allows Interest thereon as follows:—

On Deposits subject to 3 months' notice of withdrawal 4 per cent.
" 12 " 6 "

All Remittances should be made payable to the Agent National Bank of India (Limited), who will be glad to afford any further information respecting the Bank's terms of business.

By order of the Directors.

JAMES WINDRAM, Agent.

National Bank of India, Bombay, 25th March 1867.

THE BOMBAY TRADING AND BANKING ASSOCIATION (LIMITED).

INCORPORATED WITH LIMITED LIABILITY AND REGISTERED UNDER ACT XIX. OF 1857 AND VII. OF 1860 OF THE LEGISLATIVE COUNCIL OF INDIA.

OFFICE—No. 9, CHURCH STREET.

Capital—Ten Lacs of Rupees in 1,000 Shares of Rupees 200 each, with power to increase to Rs. 5,000,000.

BOARD OF DIRECTORS.

NUSSERWANJEE MUNCHERJEE WADIA, Esq., *Chairman.*
BURJORJEE MUNCHERJEE WADIA, Esq.
KESSOWJEE NAIKE, Esq.
DADABHOY RUSTOMJEE BANAJEE, Esq.
Treasurers and Managers.
Messrs. MUNCHERJEE JAMSETJEE and SONS.
Secretary.
MR COOVERJEE RUSTOMJEE MODY.
Accountant.
MR. JAMSETJEE DAD'BHOY WADIA.
Deputy Accountant.
MR. CURSETJEE COOVERJEE MODY.

EXCHANGE.

The Association purchases Bills and grants Drafts payable London, Calcutta, Madras, and Hongkong, at the rates of the day in

ADVANCES.

The Association grants Loans against Government and other Securities, and discounts Government and approved Private Bills and Hoondies.

CURRENT ACCOUNTS.

Interest is allowed at the rate of 2 per cent. per annum on daily balances of Rs. 500 and not exceeding Rs. 50,000, unless otherwise arranged for.

Interest allowed on Fixed Deposits—

For	6 do.	6	do.
Do.	9 do.	7	do.
Do.	12 do.	8	do.

All letters should be addressed to the Secretary to the above Association.

Hours of business 10 A.M. to 3 P.M: Saturday 10 A.M. to 1 P.M.

By order of the Board of Directors,
COOVERJEE RUSTOMJEE MODY, Secretary.

DINNEFORD'S FLUID MAGNESIA

FOR Thirty Years the Medical Profession have approved of this pure solution as the best remedy for *Acidity of the Stomach, Headache, Heartburn, Gout, and Indigestion.*

And as a mild Aperient for delicate constitutions, especially adapted for ladies and children. When combined with their

ACIDULATED LEMON SYRUP

It forms most agreeable effervescing draught, which is both a gentle aperient and grateful refrigerant. In hot seasons and hot climates the *regular* use of this simple remedy has been found highly beneficia

IT IS PREPARED BY
DINNEFORD & Co.
CHEMISTS, &c.,
172, NEW BOND STREET, LONDON.

Sold by all respectable Chemists throughout the World
CAUTION.—See that "DINNEFORD & Co." is on each bottle and red label over the cork.

WINES, SPIRITS, BEER, &c.

J. & C. WHITE & CO.'s WINES as follows:—Sherry, quarts, in 2 dozen Cases.
Port, quarts, in 2 dozen Cases.
Port, pints, in 4 dozen Cases.
Apply to GEORGE S. KING & Co.

FOR SALE.—FLOWER & SONS' BEER, bottled by Ashe, in cases, suitable for up-country carriage, of 4 Dozen Quarts at Rs. 5, and 7 Dozen Pints at Rs. 3 per Dozen, Cash.
Aitken's Falkirk Ale Bottled by Dove in Casks of 4 Dozen Quarts at Rs. 4, and 7 dozen Pints at Rs. 2½.
Bombay, 15th May 1867. FINLAY, CLARK & Co.

NOTICE.—We beg to intimate that we have transferred the agency for the sale of Messrs. JULES MUMM & Co.'s first quality Champagne to Messrs. J. A. BROWN & Co, who will always be prepared to supply this very fine dry sparkling Wine.
20th May 1867 JACKSON, ACKROYD & Co.

FOR SALE, at the Godowns of the undersigned:—

CLARETS,	Eshenauer Benecke—		
	St. Estephe .....at Rs.	12	per doz
Do,	Do. St. Julien..... "	15	"
Do,	Do. Pauillac..... "	18	"
Do.	Do. Pontet Canet ..... "	25	"
Brandy, Aef de Luze—Gold Ring ..... "		18	"
Champagne, Lelegard..... "		25	"

JULES SIEGFRIED & Co.,
Cursetjee Furdonjee's Building, Elphinstone Circle.
Bombay, 16th Nov. 1866.

FOR SALE at the Godowns of the undersigned:—

CLARET J. Belly, Te Vieux Medoc...	Rs. 11	per dozen.
OLD COGNAC, H. & C. Balaresque ...	" 22	do.
BURGUNDY do. do	" 15	do.

H. BOMANJEE, TOUCHE & Co.
Bombay, 28th May, 1867, 16, Apollo Street.

FOR SALE.—Apply to GADDUM and Company from KEYL and Co., Bordeaux.

		p	dox.
CLARET	Médoc ..... Rs.	6	8 pts.
	Do. ..... "	12	0 qts.
CHAMPAGNE.	Chateau Belisaes ..... "	29	
	Moet & Chandon's ..... "	29	
	Roederer Carte Blanche "	38	
	1st quality..... "	35	
COGNAC	2nd do. ..... "	25	
	3rd do. ..... "	18	

From C. A. Kupferberg's Mayence.

SPARKLING MOSELLE	Schwarzberg NSSR ..... "	33	qts.	
	Do. " ..... "	17	8	pts.
	Imperial IM ..... "	35	qts.	
	Do. " ..... "	18	8	pts.
	Die Perle des Rheins P "	40	qts.	

FOR SALE, at the Godowns of